

A History of Dickey County, North Dakota

BY THE
DICKEY COUNTY HISTORICAL SOCIETY

Edited by R. M. BLACK
President, State Normal and Industrial School



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*To the Pioneers of Dickey County
and their successors--
the fathers, mothers and children
of today--
this book is affectionately dedicated
by its compilers and authors*

Preface

The history of a people is interesting not only as a record of events but more particularly a record of the aspirations, struggles and ideals of those who have made it possible for those of the present generation to make happy homes and to enjoy the privileges and opportunities which are to be had by those who seek them.

Dickey County, North Dakota, is relatively young, but a whole generation of people have grown up within its borders since it was first settled. At the same time there are, at the time this history is written many of the original pioneers still living, and in fact taking an active part in the civic, social and business activities in the communities of this county. These pioneers did a splendid work, and they more than any one else know and appreciate the hardships, toils and hopes of the early days. To preserve the records of what they attempted and achieved and hand on something of the vision that guided them, the Dickey County Historical Society was organized. That Society is now attempting to collect and preserve the incidents and implements of the early settlers.

It was early suggested that a record in historical form would be of general interest to all the citizens. A meeting was called at Fullerton in the summer of 1924, and at that meeting Mr. Alex Alin, Mr. T. R. Shimmin, Mrs. T. R. Shimmin, Mr. Ira A. Barnes, Mr. E. F. Stevens, Mrs. E. F. Stevens, Mrs. Katherine Pollock Goddard, Mrs. Mary Flemington Strand and Mr. R. M. Black were present. General plans were considered and a committee of five were selected to give the matter further consideration. This committee consisted of Mr. Ira A. Barnes, Mr. Alex Alin, Mrs. Frances Folsom, Mr. T. R. Shimmin and Mrs. Amy Northrop Magoffin.

A meeting of all citizens of the county who were interested in a historical society was called at the Court House on the second day of the County Fair of 1924. From this meeting a permanent organization of the Society was effected, and the sentiment was very favorable to publishing a history from material to be collected. The following officers were elected: President, Mr. Ira Barnes; Vice-President, Mr. T. R. Shimmin; Secretary-Treasurer, Miss Blanche Stevens. The official board then named consisted of the following people, Mr. Ira Barnes, Mr. T. R. Shimmin, Mr. E. F. Stevens, Mr. Alex Alin, Mrs. Florence Folson, Mrs. Eb Magoffin and Mrs. Gertrude Linville. The Executive Committee employed Mr. Dana Wright of Jamestown as field man and he spent twenty-four days in the county collecting material from old settlers in which work he was helped by members of the committee. This material and other as collected was turned over to President R. M. Black of the State Normal and Industrial School who was selected by the Historical Society as an editor for the purpose of drawing out a logical and consecutive account of the historical events of the county.

The book now offered to the public is the result of editing these stories and incidents.

The plan of the book is to give a general story of the county as a unit in the first nine chapters. Then each township and the two cities of Ellendale and Oakes each have a chapter, after which a brief story of the part the county took in the World War is given in the last chapter. Neither the history nor the list of pioneers mentioned in the text is complete, as in many cases it has been impossible to find the records and also the size of the volume has made it necessary to condense and abridge frequently. The attempt has been made to include many characteristic stories to give the account the flavor of the early times. It is to be regretted that all the stories of the pioneers cannot be included.

Much credit is due to Major Dana Wright for his careful and painstaking work in getting the narratives, and to Miss Blanche Stevens for making possible the publication of the history through her wise business management. Mr. Barnes has rendered constant aid, and the memory of many of the pioneers has been drawn upon to complete the record. Acknowledgement is made in the heading of each chapter. Mistakes have probably crept in, and for such the editor and committee ask your indulgence. It is hoped the book will be found interesting, and from the stimulus it may give, that all who can do so will contribute their stories and relics to the museum and repository that the Society is building at the County Court House.

Ellendale, North Dakota,
January, 1929.

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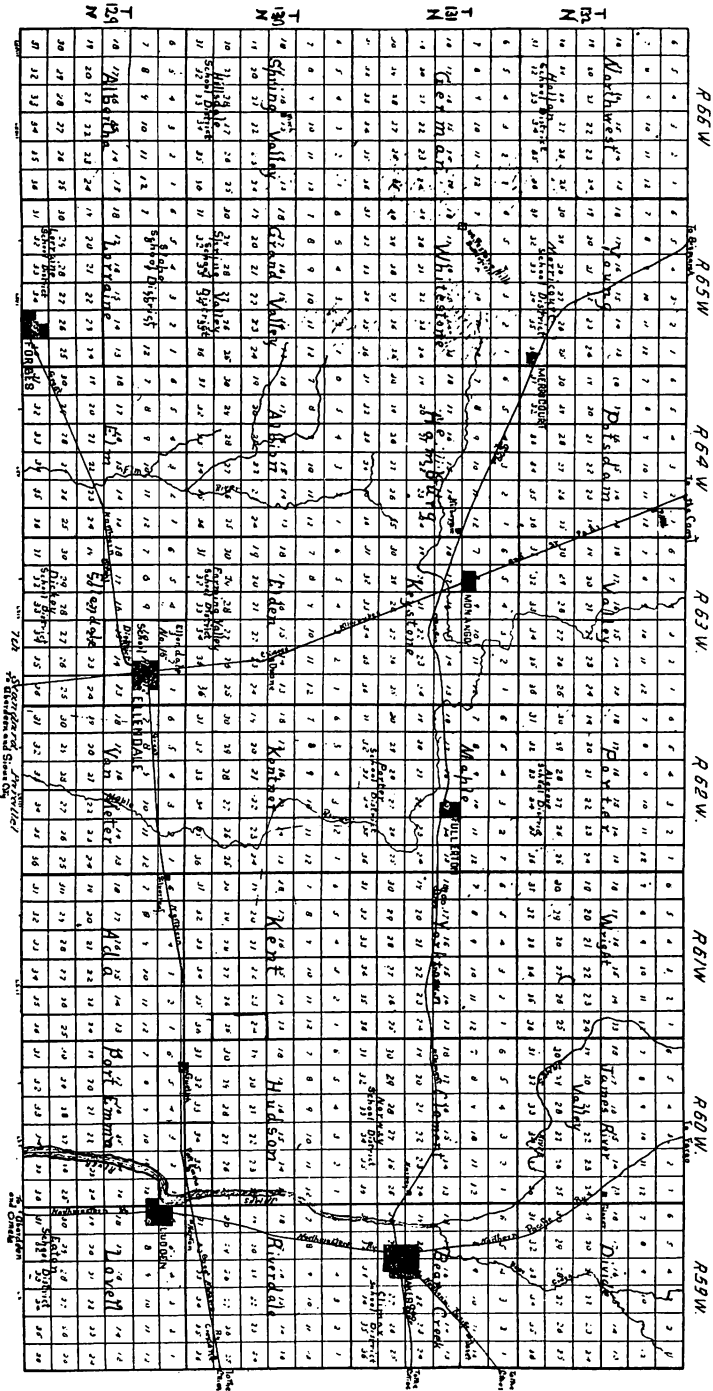
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Map of Dickey County, North Dakota, 1928

CHAPTER I

THE LAND AND ITS EARLY PEOPLE

[Volume II of the Collections of the South Dakota Historical Society, through the courtesy of Major Dana Wright, has furnished much of the information on the Indians for this chapter. Willard's "Story of the Prairies" and Upham's "Glacial Lake Agassiz" furnish much information on the geography and geology of the county.]

DICKEY County is located on the southern boundary of the state about midway between the Minnesota line and the Missouri river. It occupies a tract of land twenty-four miles north and south by forty-eight miles east and west. Its north line is the Eighth Standard Parallel of the Government survey, its south line is the Seventh Standard Parallel, or state line. Its west boundary is the Ninth Guide Meridian or very nearly the Ninety-ninth Meridian west from Greenwich, and its eastern boundary is the range line between ranges fifty-eight and fifty-nine of the survey, six miles east of the Eighth Guide Meridian, and very nearly on the Ninety-eighth Meridian west from Greenwich. The Forty-sixth Parallel of north latitude passes through the county a little more than four miles north of the state line. The state line is marked by a solid granite post every half mile.

The entire county is in the great glaciated region of the ice drift of prehistoric times. The gently rounded hills and the numerous "potholes" or undrainable sloughs bear mute witness that the ice cut off and remolded the surface. The mystery of the ice-age is one of nature's secrets that man has been unable to reveal but for some reason a great sheet of ice moved down from the northeast over a large part of the northern United States. In North Dakota it reached to the Missouri and in a few places a little beyond; but at the line of the hills in what is now range sixty-five the moving ice sheet in crossing Dickey County met a rocky formation too solid to be shaved off or broken down to the level. Here the ice lifted and went on to the west and southwest in a thinner layer. Piling up beyond the edge of the rocky ledges it left more of its rocks and dirt to form noticeably higher and rougher hills. The ice melted and rain, wind, and frost with vegetable growth and decay molded the landscape as we see it to-day.

The territory of the county is divided into three natural divisions. The markings of the region and the character of the soil show us that the eastern part was for a time occupied by a lake. Before the ice age the James was probably the great river that drained all the region from it to the mountains in Montana. During or after the ice age the Missouri was established as the larger stream, the valley of the James was choked with material

from the ice, and the thawing of the ice left more water than the river could carry away over the barrier farther south. In this way Lake Dakota was formed—a body of water lying mostly in what is now South Dakota but extending into Dickey County a little north of Oakes. The central part of the county consists of the rolling plains with their distinct markings, and the western portion is part of the upland known as the Missouri plateau, which carries in its eastern edge the Coteaus of the Missouri. With its diversified surface and rich soil, this region has always been a natural hunting ground with an abundance of wild fowl and in earlier days great herds of buffalo, with badgers, antelope and coyotes. The generous provisions of nature have made it especially well fitted for the home of a people interested in diversified farming.

This region shows evidence of having been peopled long before white men knew it. Forgotten races seem to have occupied these prairies and hills after the last glacial period. Few of their remains are to be found now; some low mounds like inverted saucers are occasionally seen along the James river or some of the other water courses or near the timber and springs in the coteaus; but these tell us little. The curious investigator with his ruthless shovel digs into these ancient mounds expecting to find a wealth of old relics, stone or copper implements, beads or elk teeth, or at least some relics of the Indians of an earlier day. These or old fire-arms are the least he expects, but usually his labor results only in turning out a few crumbling bones, some ashes and a few scraps of flint or pottery. The original builders seem to have used a ceremonial fire in which may have been cremated certain animals, or possibly the bodies of their dead, together with their implements or personal effects. Over the remains of this simple altar the mound was heaped up from top soil about the place. In the top are sometimes found "intrusions," or the bones of Indians buried at some later period, but it is seldom that one finds any relics of value. That these mounds are of great age is shown by the depth and richness of the surrounding soil from which the original soil was stripped in making the mound.

Aside from these mounds there are few remains of the prehistoric peoples; possibly a heap of rock on some hill top, a rude outline of some bird or animal made of stones and now sunken deep in the top soil of the prairie; although even these may have been the work of the Indian tribes who came later and made the "Tipi" rings of stone which the pioneer settlers saw so often before the prairies were broken by the plow. A fine example of this drawing in effigy is found on the west side of "Grapevine Hill" in the southwest part of the county. This is a crude picture or outline of a turtle made of boulders, which was discovered in 1924 by Mr. T. R. Shimmin, a pioneer in the township. It is easily overlooked but once identified it can be readily recognized and is thought to have been a sign giving the direction to some water supply. Many of the heaps of stone on the hill tops thought by some to have marked graves were probably for some other purpose and some of

them may have been arranged by nature.

It is impossible to learn who these first people were. Tribes came and went, migrating to better hunting grounds or being driven out by a stronger people. They may have been the ancestors of the Indians found here when white men came. Savage tribes rarely build anything of sufficient permanence to withstand the ravages of time. Students of history must acknowledge a riddle that is unsolvable. In a continent so large and so sparsely populated as was North America its ancient people must have drifted widely and people may have been in this land of Dickey County whose homes may have been far away. It is certain that there were Indians in the Northwest long before white men came and a hunting ground such as the region afforded would invite visits from hardy tribes.

The earliest white people who ventured onto these plains found representatives of the great Dakota nation in possession. The particular band or branch of this Sioux people who roamed over the hills and prairies between the James and Missouri rivers was the Yanktonais or Yanktons. They occupied most of the James River Valley as far down as the mouth of the James and northward to the Minnewaukan region. Their relatives, the Sissetons were on the east; to the north were the Chippewas and the Assinaboins; to the west the Teton band of the Dakotas, and to the south the Pawnees and the Omahas. When Lieutenant Warran visited Dakota in 1855, he estimated the Yankton band at 1160 lodges with a population of over 9,000, of whom about 1800 were warriors. They were a spirited, self-reliant people and when drawn into war with the whites took their full share in opposing the encroachments of the invaders.

The Cut-Head band of the Yanktonais were the ones whose territory included the James and the Elm rivers, but as none of the bands were fixed to any locality they roamed over much of what is east of the Missouri river in the two states. They were called Cut-Heads from the peculiar arrangement of their hair, and on this account they could probably be easily recognized by other Indians and by the whites after acquaintance had been established. The Cut-Head band has furnished at least two well known characters to the annals of Indian history. One of these was Red Thunder, or, as he became known to the white people, Chapa, the Beaver. This chief was won over to the British side in the War of 1812, presumably by his brother-in-law, Colonel Robert Dickson of the British army. Through Dickson's influence a party of Sissetons and some Cut-Heads from the Elm river country went east to the region of Lake Erie to help the British. This group of warriors heard that the American army was likely to attack their homes in the Northwest and left the British army without giving much help. It is said that Red Thunder remained with the British, and his son Waneta rendered distinguished service at Fort Meigs, Ohio. Waneta won the name of the "Charger" for his gallantry at this battle and after the war was taken to England and presented to the King. It is difficult to say how much of

tradition and how much of fact there is in this account, but it is well established that these two Indians, father and son, were outstanding characters in the Indian history of Dakota in the early nineteenth century.

In the hills or coteaus which cover the western part of Dickey County the Indians found shelter and fresh water as well as sufficient timber for their needs. The summer was the time of greatest activity and the greatest happiness. The pony herds grazed out on the prairie, the children gathered the "tipsin", or prairie potato, and played or romped to their hearts content, or took their part in the care of the camp and the preparation for the hunt. The women did their part in the care of the camp and the duties of homemaker, but did not do the farming that was characteristic of the women of some of the tribes along the Missouri. These were plains Indians who wandered over a large territory and lived by hunting and on the fruits of the soil that were obtainable, such as berries, wild rice and the tipsin. Much of the summer was spent in traveling, in hunting or in making war, and the hill country was the scene of many adventures and much interesting life.

In the late summer and fall the buffalo were hunted and great numbers killed. In this way they obtained their robes and winter supply of meat. The fresh meat was dried in long thin strips placed on low wooden frames over low fires or in the sun. These strips were then placed on a skin on the ground and beaten with stone hammers into a mass of small fibers, and onto this mass were poured the melted tallow and marrow fat and when the whole was well stirred together with wooden shovels it was poured into skin sacks. If berries or plums were to be had from the ravines these were added to flavor the meat, which when sewed up and hard was the "pemmican" of the northwest.

With the coming of fall probably most of the Indian bands migrated to some milder climate or sheltered valley, perhaps some timbered nooks along the rivers, or near some lake where timber and water could be secured and there they prepared for the cold season. Tipis were erected and banked with grass, leaves and brush, and fuel was provided; the ponies were herded in the brush where they could browse on the tender shoots or bark of the cottonwood; dogs which had been fattened all summer in the hunting camps were secured so that they would be available in good condition for any "home coming" or other feast day. If there was not much snow hunters continued to roam the prairies but if the snow became very deep much of the traveling was given up and every one remained close to the camp except for small scouting parties sent out to guard against surprise, to watch for game signs, and to tend the traps set for such game as they could catch in the winter time.

Where there were such good hunting grounds there must have been several traders through this region in the early days. A trading post was established somewhere on the Elm river in 1836, and was in charge of Louison Frenier, whose headquarters was at Fort Pierre on the Missouri. The best

evidence seems to locate this post in Brown County some twelve miles south of the state line. Frenier and a party of white men were at this post for the winter of 1836-1837. That winter for some reason the buffalo disappeared from the plains in the region of the post, and small pox spread among the Indians in the vicinity, exterminating many of the families. Frenier and his men were left without provisions and no resources except that of digging in the frozen ground beneath the snow for roots. According to the story only Frenier survived and when spring came his house was surrounded with dead bodies and there was no help nearer than Ft. Pierre. He made the best of the situation, disposed of his dead companions, closed his trading post and returned to his head-quarters.

CHAPTER II

EARLY EXPLORATIONS

[Volume 10 of the South Dakota Collections; the Records of the War Department, and Volume II of the State Historical Society of North Dakota Collections furnish information on parts of this chapter. The Journal of the Nicollet and Fremont Expedition of 1839 furnishes an account of that expedition and there is a map with some of the earlier editions.]

IN the summer of 1839 an exploring expedition was sent by the Government into this little known Indian country. This is the first exploring party through Dickey County of which we have definite and official records. William Dickson, a member of this Nicollette-Fremont party employed Frenier as a guide, and his acquaintance with the country around what is now Dickey County made him especially well fitted for this task.

The mission of this party was to explore the tributaries of the upper Mississippi basin, and in carrying out their instructions they crossed from Pierre on the Missouri, with nineteen men to the James river near Aberdeen; from here they ascended the west bank of the James and entered what is now North Dakota on July 17th, 1839, the first white visitors in what is now Dickey County, who have left us any record of their travels.

It is interesting to note that at that early day, the Indians had not had their hostility aroused and the few whites with whom they came in contact were for the most part treated as guests. This party of explorers seem to have had no fear of passing a summer in the hunting ground of the Sioux and at no time did they have any trouble with the Indians.

They have little to say about their visit to Dickey County but the map which accompanies their formal report shows with accuracy their general course. After crossing the mouth of the Elm river in Brown County on the 14th of July, they moved up the west side of Sand Lake.

The next camp which they note on the map was that of the 16th of July, which is indicated as being a little below the Forty-sixth Parallel and was probably just below the state line. From here on the morning of the 17th they continued on to the north and passed the well known "Fish hook" bend of the James river at Ludden. This peculiar curve in the river was accurately indicated on their maps and is too conspicuous a landmark to be mistaken. Passing this bend they made their camp on the south side of a small water course which drains down from the north west about midway between the bend and the mouth of Matoti, or Bear Den Creek. The old map shows two small creeks emptying into the James nearly opposite each other at this point and the one which marks the site of the explorers' camp is on the

Kizzie Morgan farm, the Southeast quarter of section twelve, township one hundred thirty, range sixty. As it is nearly a hundred years since this little party of explorers stopped over night here there is of course nothing left to indicate the exact spot where they stayed, but it is interesting to note even approximately where they spent their first night in our county and state. Probably the spot where the camp stood would be included within a radius of half a mile from the Morgan buildings. On the 18th they continued on to the north and made their camp at the mouth of Bone Hill creek in La-Moure County.

In connection with the Nicolette-Fremont report it is interesting to note the old names for the different geographical features, most of which show the influence of the early French fur traders. The French name Riviere a' Jacques, from which the English term James or "Jim" is derived, was in use as long ago as 1804 when Lewis and Clark made their trip up the Missouri.

A few of the old maps use the name of Yankton or Dacota to indicate the James, from the band or tribe of Indians who lived along its banks. The original Indian name by which the James was known to most of the Dacota people was the Chan san san or Tchan san san, meaning "river where the white barked trees grow," perhaps from the aspen groves along its course. At Jamestown was a place called Itizapa okaksa, or "the place for cutting bows," further down, in South Dakota, another local name was Otuhu Oju, or "place where the oaks grow."

Bear creek which enters the James a short distance north of Oakes was called by the Indians "Matoti," translated, "The place where the Grizzly Bear had his den;" as this stream rises way to the northeast near Bear Den Hill it is probable that the name was derived from that landmark.

The next explorer in the vicinity of Dickey County was Lt. Cuvier Grover who with a small detachment crossed from near the present site of Wahpeton to the mouth of Bone Hill Creek in the summer of 1853. This little band did not set foot in what is now our county, but probably just missed the north east corner in their journey past Dead Colt Hill, just north of Gwinner, to the James river. Grover turned to the northwest after crossing the river, struck across the coteau and rejoined the main body of the Stevens Northern Pacific survey on the upper Missouri.

The next time that history records the coming of white men to Dickey County is in connection with the punitive expeditions of Generals Sibley and Sully, when the last battle with the Indians fought east of the Missouri river occurred at White Stone Hill. The story of this battle is told in another chapter.

The next expedition across Dickey County was the ill starred venture of Capt. James L. Fisk in 1864. This army officer had secured permission from the government to pilot gold seekers to the new fields in the Rocky mountains and had made two successful trips in 1862 and 1863. In 1864 he attempted a short cut by striking across the plains from Minnesota via the

newly established Ft. Rice instead of going to the northwest around to the north of the Missouri river near Ft. Union. Fisk planned on having the steamboats at Ft. Rice ferry him over that stream; it would have saved him many hundred miles of travel if he could have succeeded in getting thru the Indian country.

On August 1st, 1864, Captain Fisk and his emigrant train left Camp Wadsworth with an escort of fifty men from Co. I, 2nd Minn. Cavalry, under the command of Lt. H. F. Phillipps, Proceeding in a westerly direction two days the column crossed the James river and proceeded in a northwesterly direction to Ft. Rice on the Missouri river. Their trail was a new one and while they make no reference to landmarks or other trails the general direction indicates that they probably passed near the south western corner of Dickey County. The Cavalry under Lt. Phillipps, delivered the emigrants safely at Ft. Rice on the 15th of August and on the 18th they started to return to Camp Wadsworth by the same route they had traveled when going west. They arrived at their camp at Wadsworth on the evening of the 26th of August. Fisk made his way west from Ft. Rice to a point near Ives in Bowman County, where he was attacked by Indians and had to send to Ft. Rice for assistance. His rescuers brought him back to Ft. Rice and there his party disbanded and returned to the states.

During the summer of 1864 the war department had under consideration plans for the establishment of several forts in the Indian country in the northwest for the purpose of protecting garrisons whose duty would be to prevent the Sioux from returning to the Minnesota and Iowa frontier. Fort Pembina was established that fall. Ft. Abercrombie was already occupied, Ft. Rice was built by Sully and it was planned to have a post on the James river not far from where the state line was afterward located.

Certain conditions were necessary for the successful maintenance of a frontier post; timber for shelter, fuel, and building, water for men and animals, grazing for stock must be abundant; and proximity to prominent land marks or important geographical features which would make it easy to identify the place in stormy weather is an advantage.

In order to ascertain if these conditions were to be found along the James river in the region in which it was planned to establish a fort an expedition was sent out from Major Clowney's camp in the hills in north-eastern South Dakota. The Major with a part of the 30th Wisconsin Infantry had been sent up from Minnesota to select a site and build the fort. After reaching Kettle Lake he camped and sent a small detachment on to the James River to look for a location.

On the 26th of July Captain L. S. Burton with sixty cavalry men from Co. M. 2nd Minn. commanded by Lt. Gardner, with one mountain howitzer, in charge of Lt. Western with ten men, eighty infantry under Lt. Jones, and Cassimer and Pierre Bottineau in charge of ten scouts—one hundred sixty-

five people in all marched west for the James river to look for a suitable place for the fort.

Their instructions were to examine the James river between the mouth of the Elm river and Bone Hill creek. On the evening of the 27th they reached the James river and camped about five miles south of the mouth of the Elm river.

At 4 a. m. of the 28th they marched north fifteen miles and camped on Tehauchicahah or Sand Lake. At the same hour on the 29th they broke camp and marched twenty-one miles up the James along the east bank. Here Captain Burton left the main body of his detachment and with his cavalry crossed to the west side of the river; led by Pierre Bottineau, the scout, he made a flying trip to within a few miles of the mouth of Bone Hill creek. It is interesting to note that the place where the infantry were left must have been in the immediate vicinity of the Nicolett-Fremont camp of 1839, but on the opposite side of the river and almost a quarter of a century later.

Burton and his cavalry made about sixty miles up and back on that hot July day and their examination of the valley of the James satisfied them that it was not practicable to maintain a fort on the James river on account of the scarcity of timber. Gathering up the rest of their little expedition, on the 30th and 31st they marched southeast to Major Clowney's camp on Kettle Lake and laid out their fort there. This is still known as Ft. Wadsworth or Sissiton and was an important military post for many years.

With the establishment of Ft. Sissiton in the hills between the James river and Lake Traverse and the forts on the Missouri river it became necessary to have means of communication between these points. Military parties relieving those stationed at the forts and escorting supply trains were moving back and forth. Mail carriers, hunters and visitors followed, friendly Indians roamed back and forth between reservations. The army contractors moving out from Minnesota to put up hay or wood for the army posts crossed overland. Along with these was the restless Yankee emigrant seeking new country to explore and subdue, some heading for the gold fields in the Rocky mountains, others vaguely hoping to find a place to locate out of reach of the trouble caused by some peace officers in former haunts, ranchers looking for free range on the unlimited prairies, farmers looking for choice new lands, all moving west and leaving trails deep cut in the prairie sod where they crossed our county. These deep worn tracks followed up the easy grades across the few streams and over the hills toward the Missouri. Of these the Ft. Yates trail was the best known and most used. It cuts through the southwest corner of Dickey county on its way from the James river crossing just below the state line and on west to the Big Muddy. Few traces are now to be seen of these old trails. They served their purpose and have faded out. The plow of the farmer, the tramp of domestic animals and the dust blown from cultivated fields have each done their part and only

here and there can the old time pioneer point out one of the early trails.

A mute witness of an adventure by one of the early caravans was found in Albertha township by the early settlers in the form of the wagon irons of an emigrant train. These irons indicated that the wagons had been drawn up in a circle for defence and burned while in that position. Under each of the wagons a rifle pit had been dug for the use of the driver. It is probable that a wagon train passing through the country had been attacked by Indians and burned, but no one knows the details of the affair. There were no bones found to indicate that the people or their animals had been killed; possibly an attack was made and the Indians beaten off and the whites took their animals and escaped after burning the wagons to prevent their falling into the hands of the Indians.

There might have been other parties who crossed Dickey County before it was settled, but we have very little record of any one crossing the county except by the Ft. Yates Trail until the government surveyors ran the township and range lines in the early seventies. The experiences of these surveyors are found only in the field notes in the files of the land department and there may be some yet undiscovered records made by the men who ran the survey. The scouting party for the railroad followed about 1880, and after them came the construction crews to mark the paths for the homesteader.

CHAPTER III

WHITE STONE HILL

[The Records of the War Department furnish information for the Battle of Whilstone Hills. There are a number of fairly good accounts in later histories. Mr. Luce of Groton, South Dakota, who was a member of the scouting party under Colonel House, and Mr. A. F. Shanklin from Springville, Iowa, who was a member of the Second Nebraska Cavalry, and was in the battle, have both visited the battlefield and identified the places where incidents of the fight occurred, and their accounts are incorporated in this story.]

BY 1862 the increasing number of settlers and the intrusion of swarms of hunters, traders and travelers of all descriptions into their hunting grounds had alarmed the northwestern tribes and aroused their hostility. Under pressure they had sold a part of their lands in Minnesota to the government but their payments were delayed and the issues of goods promised were not forthcoming. These and other matters so irritated the Dakotas that on the 18th of August 1862, an uprising took place against the whites which ended in disaster for the Indians. At first successful, they swarmed over the frontier settlements in Minnesota killing several hundred people, but the superior equipment and organization of the whites soon put them on the defensive. In this uprising the Yanktons took but little part. They and the Tetons to the west had not been through the experiences of the eastern bands and had not had the annoyances which had roused those people to fighting pitch. It was well for the whites that these warlike western bands took no part, for while the whites would have overcome them in the end, the conflict would have been drawn out for years.

During the fall of 1862, General Sibley organized an army and drove the Indians back into the plains and held them there during the following winter, while plans were being made to punish the whole Dakota nation. The plan of the campaign was for General Sibley, with a column of infantry, to move from Minnesota to the Minnewaukan lake region, while General Sully came up the Missouri river from Ft. Pierre and assisted him.

Sibley moved out in June 1863 and crossed the plains to the Missouri river, fighting several skirmishes with the mixed bands of the Dakotas in Kidder and Burleigh counties. He finally drove the Indians across the Missouri at the mouth of Apple Creek near where Bismarck was afterward located. He waited here till the 1st day of August, then returned to Minnesota. In the meantime Sully was struggling against adverse conditions on the lower Missouri, his supplies which were being brought up by steamboat being so delayed by low water that he was still in the vicinity of Ft. Pierre when Sibley turned east from the Missouri. The Indians promptly recrossed

to the east side as soon as Sibley had left the country and resumed their hunting in the coteaus. They gradually worked to the south and east and by the 1st of September were camped near White Stone Hill in Northwestern Dickey county, Section 18-131-65. Not till the 21st of August was Sully able to move north from the mouth of the little Cheyenne river in search of Indians. By the 28th he had reached the west end of Long Lake in Burleigh county. Here he rested two days while a scouting party went to the Missouri river to look for Sibley. They found Sibley's camp site and indications that he had returned to the east. Sully was disappointed in not being able to cooperate with Sibley but determined to swing out through the hills and look for the Indians there. His scouts had picked up a few wandering Sioux who told him that the main body were hunting somewhere in the hills to the east, and consequently on the 30th of August he moved in that direction. His exact course has not been identified but it seems likely that he passed near where Braddock is now located thence nearly east into northeastern Logan county.

Years ago on section 30-136-68 were found traces of an old military camp which might have been occupied by Sully on the night of September 1st-2nd; if so he must have marched nearly south on the second and third of September, for of his march on the third he says: "Major House with the advance bore off much to my left, (to the east) and came upon the Indians ten miles from the lake where we had made camp about 2 p. m." He had already marched 20 miles before making this camp, which was known as No. 33, then made another ten miles to get to the White Stone battlefield. This afternoon camp, No. 33, was on section 24-131-67, in eastern McIntosh county.

The battle of White Stone Hill was opened by Col. Albert E. House of the 6th Iowa Cavalry, who was in command of the battalion which was acting as advance guard on the third of September and came upon the Indian camp shortly after 3 p. m. This camp was on the shores of the little lake just west of the hill where the monument is now located. Frank LaFramboise was sent to inform Sully that the village had been located. Major House formed his command in line about a mile west of the camp and advanced to within about 50 rods of the camp in this formation. From here Captain C. J. Marsh of Co. H and Lt. G. E. Dayton, Co. C, went forward and made an inspection of the Indian camp at close range. On their return they reported that there were about 400 lodges of Indians.

Companies C and H were pushed further toward the Indian camp from House's left and made an examination of the ground, then they returned and Co. F went out to the right for the same purpose. While this was going on a delegation from the Indian camp came up to Major House under a flag of truce and tried to make some arrangement to prevent hostilities. They offered to leave some of their chiefs as hostages but Major House declined to accept this offer, not knowing which chiefs were in authority and fearing

that some people of little consequence might be delivered up and the rest escape.

Major House then demanded the unconditional surrender of the entire band, which was declined, and the Indians returned to their people and made what preparation they could for resistance. Major House does not mention any threat made by the Indians that they would attack him before the arrival of the rest of the army. Some writers in giving an account of this battle have said that House and his battalion were surrounded and threatened with extermination, but Major House does not report that such a threat was made. He says, "They, the Indians, placed themselves in battle array and having sent their squaws and papooses away * * * Our command moved forward, and the enemy retreated precipitately, abandoning everything except their ponies."

About this time the 2nd Nebraska arrived having made the ten mile run from Sully's camp No. 33 in an hour. A little calculation here may be helpful; the messenger, LaFramboise, could hardly have reached Sully in less than an hour from the time when House discovered the Indians at 3 p. m; then there must have elapsed some little time, possibly half an hour, for the soldiers to saddle their horses, get their equipment on and get into position; then another hour would be required for them to reach White Stone Hill. This would make it 5:30 p. m. when the first reinforcements reached House and would explain why this brief battle was terminated by the coming of night. The 2nd Nebraska seems to have moved on east on the south side of the escaping Indians. As the latter had started away from their camp, according to House, they would be somewhere east of the battlefield monument. Col. Furness followed, probably coming to the south and east of that hill and caught up with the Indians near the ravine which runs to the east. Here he attempted to head them off, opened the battle and had a sharp encounter with them at close range.

In the meantime the 6th Iowa with the artillery and General Sully arrived upon the scene. The 6th moved eastward so as to prevent the Indians from escaping to the north and House's battalion also operated on that flank while General Sully with his escort and one battalion of the 6th Iowa pushed through the center.

In this drive through the practically deserted village Sully's men collected a number of prisoners, among them Little Soldier and his band. As this Indian had always been on friendly terms with the whites the capture does not seem to have been very important, it is probable that Little Soldier and the others who were taken at this time were more than willing to be captured rather than be pursued by the cavalry and treated as escaping hostiles. It is doubtful if very many guilty Indians were taken by the soldiers as there were several hours during the afternoon when it was entirely possible for those to escape who wished to do so. There can be little doubt that the Indians knew that Sully's entire outfit was close at hand and would

have to be reckoned with. They were too experienced in frontier affairs to have failed to have information of the movements of a body of troops as large as Sully's brigade. When the battle started and the Indians were forced to fight no doubt the first to escape were those who had most to answer for, although there is every indication that only a small part of the entire camp had been guilty of participating in the Minnesota uprising. The Indians in this camp were from nearly all the Dakota bands and even included some of the Tetons, who had nothing to do with the Minnesota trouble, but when they were cornered in the ravine east of the White Stone monument, they fought in self defence and guilty and innocent suffered together.

House with his battalion, supported by the 6th Iowa pushed east along the north side of the retreating Indians. They seem to have gone too far in their efforts to head off the retreat and allowed many to escape to the north behind them. This movement so far to the east also had another unfortunate result in that it placed them almost in front of the 2nd Nebraska, which resulted in many casualties by these troops firing into each other in the confusion and gathering darkness. Col. Furnas says in his official report, "At this juncture I became convinced that House's battalion, mistaking my command in the darkness for Indians, were firing into it. I therefore ordered my men to fall back out of the range of House's guns and mount their horses as the Indians were now in a rout and fleeing."

With the settling of darkness over the field most of the troops bivouacked in the place where night found them, and the wounded were collected as far as possible. Most of the Indians made their escape for the short period of daylight which was left when the army reached the Indian camp that afternoon left little time for a battle and it had not progressed long when night interrupted operations. There were many pitiable scenes as there always are during and after a battle. Children lost from their Indian parents some being tied to travois and strapped to dogs, wounded people on both sides, crippled animals suffering in silence, wrecked weapons and equipment among the dead whites and Indians.

On the morning of the 4th detachments were sent out in all directions to try to overtake the Indians but they were scattered and gone and few were taken, about one hundred thirty all told, many of these being women and children. An old soldier who was in the battle tells of the children being hauled away in army wagons after the battle, and fed by breaking a box of hardtack open and dumping it into the wagon box. No one knows their ultimate fate or whether or not they ever were released and found their people again. The dead soldiers were collected and buried on a hill about a quarter of a mile north of where the monument now stands but wild animals or possible hostile Indians dug into them and scattered the bones about before they were finally placed in their present position about the monument.

Evidently not much time was spent in burying the dead Indians for their bones were still scattered about when the earliest settler visited the place. Thomas Shimmin tells of finding many articles of camp equipment on the grounds in the early days before it had been disturbed by curious people who probably did not even know that a battle had been fought there. Great quantities of dried meat and pemmican were collected by the soldiers and burned along with robes, furs, tipi poles and all the other combustible property of the Indians which they had abandoned in their flight. Sully estimates the meat burned at 250 tons. On the 4th the wagon trains and reserve battalions were brought east to White Stone Hill from camp 33 where they had been since the afternoon before. Animals were rested, supplies issued, Indian property destroyed and scouting parties combed the country for Indians but did not find many.

That the Indians were not entirely cowed by their defeat is shown by a sharp skirmish which occurred about five miles northeast of the battlefield between a detachment of twenty-five men under Lt. Hall and a war party of three hundred Indians. Lt. Hall says in his official report: "In compliance with order from Brigadier General Sully, commanding Indian expedition, I proceeded, on the morning of September 5th, 1863, with twelve men of the 2nd Nebraska Cavalry and fifteen men from the 6th Iowa Cavalry under my command on a scout in search of Surgeon Bowen, Sergt. Newcomb and eight others missing from the 2nd Nebraska Cavalry, after the battle of White Stone Hill on 3rd instant.

"I proceeded in a northeasterly direction from the battlefield, and when five miles distant therefrom, I was attacked by a party of some three hundred Indians and, seeing that I could not successfully resist their attack, I retreated slowly, returning the enemy's fire until my command was so closely pressed by the enemy that the men increased the rapidity of their retreat without orders.

"I attempted to halt them several times, but unsuccessfully. The enemy all the time pressed closely on my rear and also endeavored to cut off my retreat to the camp, from which I had started in the morning, and which I reached with what remained of my command about twelve m. that day, the enemy pursuing to within four miles of the camp.

"The casualties on this scout were six men and four horses killed. Sergeant Blair, Co. K, 2nd Nebraska Cavalry, Sergeant Rogers, Sergeant S. Smith, and Sergeant Isaac L. Winget of the 6th Iowa Cavalry, assisted me in my efforts to control the men and check their hasty retreat.

"I discovered no trace of the missing of whom I was in search, who, however, returned to camp a short time after my return and on the same day.

"The men under my command succeeded, while retreating, in killing six Indians and four ponies and wounding many others, the number not known."

Another incident which seems to have ground for belief is the one

related by Wm. V. Wade, a pioneer who crossed from Ft. Wadsworth to Ft. Yates in 1872 and who still lives at Shields in Grant county. Mr. Wade has been among the Indians for fifty years and has had many opportunities for getting their stories.

When Mr. Wade was at Ft. Yates in 1875 the well known Sioux, Rain in the Face was arrested by the soldiers and taken to Ft. Lincoln for trial.

Before leaving Ft. Yates there was considerable excitement over the arrest and among others who urged the Indians to resist and rescue "Rain in the Face", was an Indian woman, a sister of the old chief Two Bears. This woman upbraided the warriors in Mr. Wade's hearing and said, "Go and fight those soldiers, don't let them take "Rain in the Face" away to prison; you men are not warriors any more, you are no better than a lot of old squaws." She went on and related what she had done personally and told how after the battle at White Stone Hill some of the Indians had gone to Mud creek now called Elm River; the soldiers followed, she hid in some brush near the creek. A soldier on a horse came near and dismounted to get a drink. As he lay down to drink she stole up and drove a knife in his back. He died. She hid again. Another soldier came, his horse mired in the mud and fell, pinning the rider under him and she killed him too. Mr. Wade tells me that he has heard this story from other Indians also and believes it to be true.

On the morning of the 6th of September Sully started back for his base at the mouth of the little Cheyenne river in South Dakota where he arrived on September 11th. His course from the White Stone was in a southwesterly direction but he does not give distances traveled or other details so it is impossible to locate it exactly. The Indians made the best of a hard situation and most of them were found the next year on the west side of the Missouri where Sully met them at Killdeer mountain and again defeated them. They never again met the soldiers in battle east of the Missouri.

CHAPTER IV.

THE BEGINNINGS OF DICKEY COUNTY.

[Files of the old newspapers have been consulted, and interviews with some of the pioneers, with records in the Court House, form the basis of this chapter. The Act of the Territorial Legislature creating the new County can be found in Laws of Dakota, 1881, Chapter 40, Section 1.]

FOR several years after the events of 1863 and the expeditions of Captain Fisk there seems to be very little account of visits of white men to Dickey County. In the early seventies the Northern Pacific Railway had reached Bismarck and the Missouri river route was being used so there was little call for overland expeditions through this part of the territory. The Indians that were left here were not disposed to cause trouble, the more hostile ones being farther west.

There must have been occasional visits, as the range lines and the township lines of the government survey were run through this region by 1870. In 1872 the county of LaMoure was formed but there was no attempt to establish local government as settlement had not begun.

The first attempt at any organization of the region in which Dickey county lies was made when the territory of Minnesota was made to include that part of the territory east of the Missouri and White Earth rivers. At that time the county of Wahnatah was created as one of Minnesota's nine counties. This included what is now Dickey county and much other territory in Dakota. But Wahnatah county was never organized, and in 1851 Pembina county was made to include all eastern North Dakota and a part of South Dakota east of the Missouri river. At the admission of Minnesota as a state all eastern Dakota was left without a government for three years.

When the territory of Dakota was created a new division of counties was made, and all the northern part of the territory was included in Buffalo county. By a law of 1870 Pembina county was created to include the territory between the Red River and the Ninth Guide meridian, a part of which is now the western boundary of this county, as far south as the forty-sixth parallel of North Latitude. That part of Dickey county south of the forty-sixth parallel was in Hansen county. In 1872 the county of LaMoure was created. This county was to extend south to the line between townships 129 and 130, but was to exercise full jurisdiction as far south as the forty-sixth parallel. The strip of land from the forty-sixth parallel to the Seventh Standard parallel of the government survey seems to have been overlooked in that part lying south of LaMoure county, as Beadle county

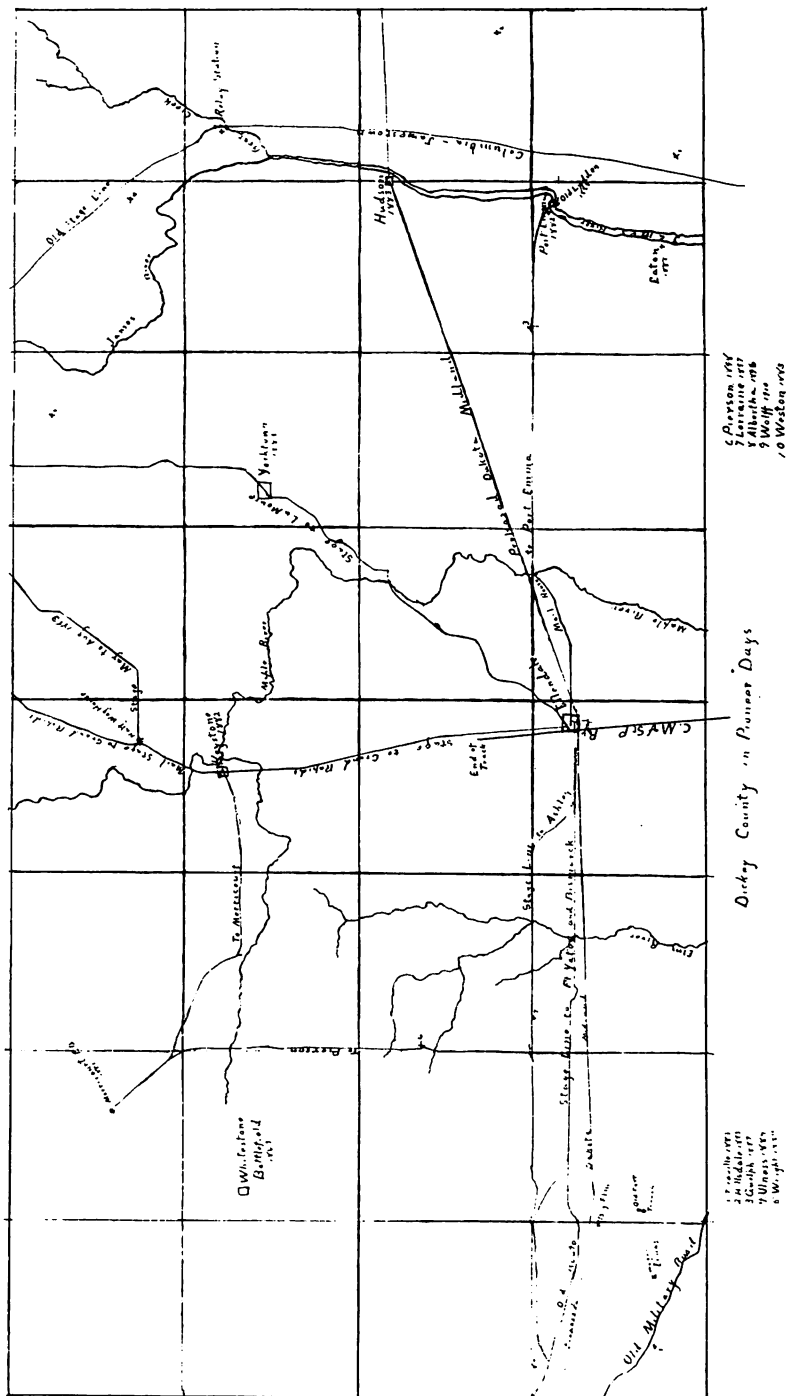
south of the Seventh Standard parallel did not seem to include this strip while McPherson county did include the strip south of the county known as Logan.

On March 7th, 1881, the county of Dickey was created by act of the territorial legislature. This county was given the territory between the seventh and eighth standard parallels and from the line between ranges 58 and 59 to the line between ranges 66 and 67. This took twenty-one townships from LaMoure county and three from Ransom county, and included a strip on each side of the forty-sixth parallel that had not been definitely included in any county for some time. The boundaries given the county in 1881 have remained unchanged, and Dickey is one of the very few counties that have not changed boundaries at some time in their history.

At the time the new county was created there were no settlers within its borders, but the Chicago, Milwaukee & St. Paul Railway had laid its tracks up into this territory for about seven miles. In the late fall of 1881 four men, having made up their minds that a town was going to be located about where Ellendale stands, filed on the four quarters known later as the "center of Ellendale" and put in a part of the winter of 1881 and 1882 in their claim shanties. This was not at the end of the rails, and thinking that the town would be located where the rails stopped a Mrs. Bishop from Fargo came out and filed on the south-east quarter of Section 29, township 130 of range 63. The town was located on the southeast quarter of Section 12 in township 129, so Mrs. Bishop came to the new town and kept a hotel, said to have been a very good one.

There were several people in the county in 1881 besides the construction crew of the railroad. Some of the visitors came up to the end of the rails to look the new country over, among these being Mr. Thomas Shimmin. Mr. Nels Knudson who afterwards located on the northwest quarter of section 14, 132-61, looked over his future homestead in that year.

In 1882 there was a great incoming of settlers. Eastern papers had told of homestead opportunities in the new territory. The Indian scare was over, soldiers in the recent Civil War could get scrip entitling them to entry on government land and the years in service could be counted off of the residence required. Many took advantage of this offer; others sold their scrip to let someone else have their right. Some adventurous spirits had settled in the new country and had sent the news back to their old neighbors. Settlers had worked out from Jamestown, a new town on the main line of the Northern Pacific railway, to make a few scattered settlements to the south of that city. There had been great numbers of new towns located on the extension of the Milwaukee railroad. Columbia on the James River was a thriving business town and the county seat of the new Brown county. Aberdeen, at the point where the line to the new country north of the main line branched off, was already a promising settlement, and the open homestead land was being taken so rapidly that the new comers had to go back



farther for good land.

Dickey County had been created by act of the Territorial Legislature on March 7th, 1881. With settlers coming in the early part of 1882 there was need of county organization, not so much for the purpose of keeping order and for the restraint of the lawless as to accommodate the people who were establishing homesteads and for the conduct of the business that was naturally arising. For the purpose of organizing the county, Governor Ordway came to Ellendale on July 1st, 1882 and appointed Q. C. Olin, A. H. Whitney and H. E. Geschke as County Commissioners. This board held their first meeting on August 18th, 1882, and appointed the following officers for the new county; M. N. Chamberlain, County Clerk and Register of Deeds; George Kreis, Treasurer; W. H. Becker, County Attorney; H. J. Van Meter, Sheriff; J. L. Stephenson, County Assessor; Miss E. F. Arnold, Superintendent of Schools; J. E. Brown, Surveyor; Dr. W. F. Duncan, Coroner; J. A. Scott and W. A. Caldwell, Justices of the Peace.

Ellendale was chosen for the county seat temporarily. The question of which town should be the permanent county seat was submitted to the voters in the election of November 7th, 1882. Keystone wanted to be the county seat and made a lively fight for this distinction, especially urging its central location as well as other advantages, but Ellendale won by a vote of 162 to 62 for Keystone.

The naming of Dickey county is a historical matter that is not clear. There are those who claim it was named for Alfred Dickey, a prominent resident of Jamestown and the first Lieutenant Governor of North Dakota. He was a man well worthy of having a county named for him, but there is also a persistent belief that the county was named for a Mr. Dickey who was connected with the engineering staff of the Milwaukee Railroad. It will be an interesting question for investigation by some future historian of our county. It is quite generally agreed that the city of Ellendale was named for the wife of a prominent railroad man who was connected with the Milwaukee road by the name of Dale. Mrs. Dale was Helen or Ellen so the new town was christened Ellendale.

This new town had the advantage of being on a railroad and was the first town to enjoy this distinction in all the region west of Wahpeton and south of the main line of the Northern Pacific through Jamestown. Many of the settlers in the central and western parts of the county came by way of Ellendale and for several years it was the central trading point for a large territory. People came for lumber for their homestead buildings from as far away as Grand Rapids. The stage lines from Ellendale made it a convenient point for travelers and homesteaders. Most of the new comers filed on land, but a number of towns were established. Those who were located in these towns were for the most part holding down a claim nearby.

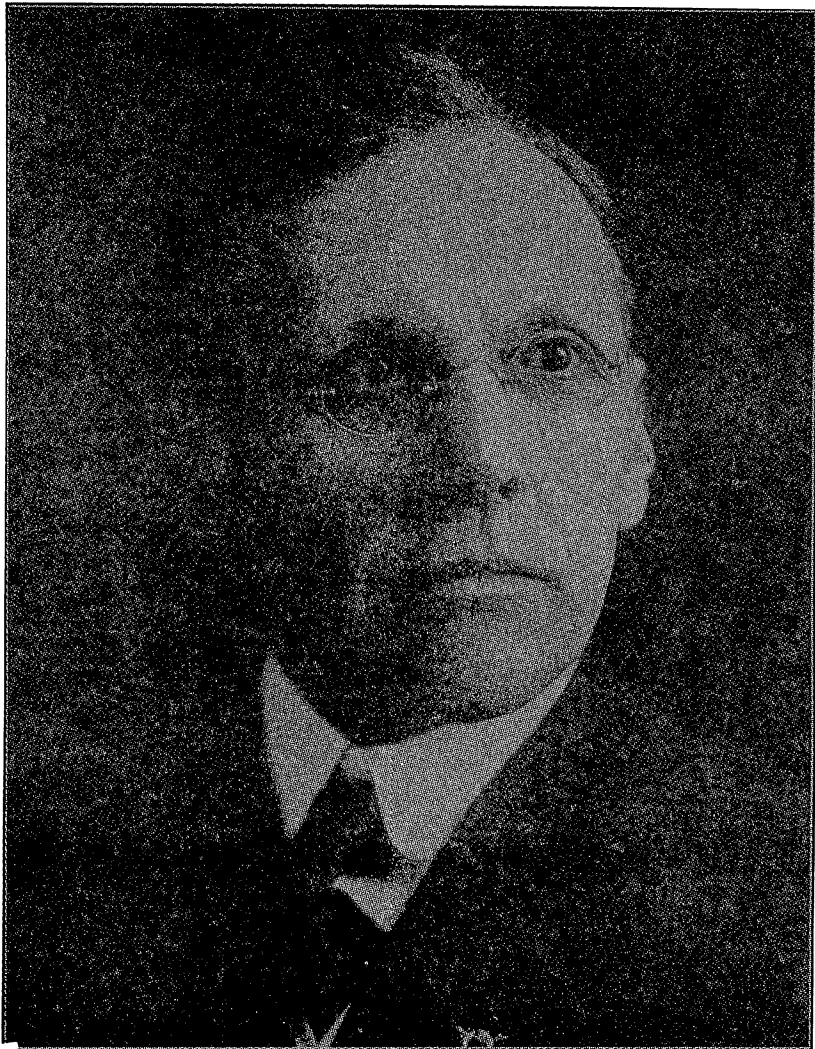
In the greater part of the county the land had not been surveyed further than to run the range lines and the township lines. In order to get his loca-

tion the settler in many cases had to find the township corner and do the best he could to measure off the correct distances to the land he wished to locate. Surveyors were at work in the county and sometimes the squatter could get his township surveyed enough to know his location, and so well did the surveyors work that much of the county was surveyed by the end of the first year. Mr. Thomas F. Marshall, later a resident of Oakes and Congressman from North Dakota had charge of much of the surveying for the government. Mr. Souel, later of Cogswell, was Mr. Marshall's assistant, as was also Mr. D. E. Geer, one of the earliest settlers of Ellendale.

In running the preliminary surveys the Milwaukee railroad had set two lines of stakes beyond the end of the rails. By following the line of stakes to the north the town of Keystone was located by Pennsylvania people. A group of Michigan people followed out the line of stakes to the northwest and located the Merricourt community. Rivers furnished guiding lines and a number of groups came up the James river from Columbia. Port Emma on the fish-hook bend of the James was founded by J. W. Bush from Canada. Ludden was located on the east side and across the bend, later to be moved a mile and a half east to be on the Northwestern Railway. Further up the river the new town of Hudson was located by some people who were acquainted with the river of that name in New York state. A scholarly gentleman acquired some land holdings lower down on the west side and named his town from himself, Eaton. For a time steamboats came up the river from Columbia and brought in settlers goods and provisions by this means of transportation. Yorktown was established in township 131, range 61 by a group of settlers from New York state. Others were looking for pasture land with good water. These went west from Ellendale into the hill country and settled a wide domain in southwestern Dickey county, but did not establish a town site.

A great many people had friends here or came with a group of people from their old neighborhood, but many of the first settlers came out to the end of the railroad as the most convenient point from which to make inspection of land. Very soon the better selections were taken near the towns and one was at a loss as to where it were best to look for a homestead. There were professional locaters who had a fixed price for showing the new comer where to find land. Many times a locater would put up some mark to indicate that land had been taken when he was only keeping it for some would-be settler who would pay him a good price for finding the best location. This practice was especially successful with the people of foreign nationality who were not acquainted with the language and ways of the American promoter. Frequently the locater met a man who was too well informed to be easily deceived. A story of one of the pioneers who came into the territory by way of Fargo will illustrate the process followed by many of the homesteaders.

Mr. E. F. Stevens, a college boy in New York State, had to give up school and in fact all reading for a year on account of having strained the



Thomas F. Marshall

optic nerve so that he could not read. About this time he began to hear of the wonderful free land to be had in the west, but more for the adventure than anything else he decided to go. He was the first one in his neighborhood to leave for this unknown region and really intended to stay but a year. In Iowa he met a Mr. Richard Fallon, who came with him to Dakota territory in the spring of 1882. They decided to take land and arriving in Fargo about March 8th found the weather registering a temperature of about thirty-five degrees below zero. Mr. Stevens had given away his overcoat thinking he would need it no more that season, and as he had no gloves with him he shifted his suitcase from hand to hand rather rapidly on his way to the hotel.

They found Fargo filled with transients, land locaters, speculators and boomers of all sorts. They talked with some of the land locaters, men who made a business of examining vacant government land and guiding settlers to these tracts for a consideration. The particular locater who advised them suggested that they take land south of where Independence now is in LaMoure County, land which was later found to be in the sand hills. Mr. Stevens was a little wary and suggested that if they found the land to be poor stuff he would return to Fargo and mop the earth with the locater. He immediately ceased urging that location and suggested land between Bear Creek and the James River in township 132, range 59. Mr. Stevens took a homestead on the southwest of section 8 in that township, where he still lives, and a tree claim on the northwest of section 20, while Mr. Fallon took the east half of section 18.

The filing was made at the Fargo land office about March 9th, and during that spring the two friends worked on the Cass farm in the Red River Valley. They started for their claims around the first of July going by rail to Jamestown, and then traveled on foot down the valley to Grand Rapids, which was then a small settlement. But few settlers were passed on the way and since they reached the town on the evening of the third they decided to celebrate the Fourth there. The principal event of the day was a conference between the Grand Rapids people and a delegation of railroad officials. The local people offered to raise \$50,000 to have the Southwestern built through there but the consideration was not enough of an inducement so the line eventually went through LaMoure.

The early morning of the fifth found the two travelers on their way walking in the direction of their claims. There were no roads but the location was determined from the section corner posts and mounds placed by the government surveyors. All went well until the border of Dickey county was reached. Here the wooden corner posts ceased and locations were marked by notches on stones in terms unfamiliar to the men. They were unable to find anyone to help them out so about 6 P. M. they started back for Grand Rapids. A thunder storm came up and they were miles from shelter of any kind, but luckily found a vacant claim shanty without

door or window. By aid of the lightning flashes they took off a loose board and managed to get inside where they spent the night. Day break found them hungry, tired, thirsty and well-bitten by mosquitoes. Here Mr. Stevens dug the first well in LaMoure County, for by means of his jackknife he made a hole in the sod which filled with rain water and thus enabled them to drink. They finally arrived in Grand Rapids and ate the first meal they had had since the morning before, having walked a distance of fifty miles between meals.

The two travelers now hired a team and a driver who professed to be able to read the stones in Dickey County, and after securing enough lumber at ten dollars a thousand for an eight-by-eight shanty for Mr. Stevens and an eight-by-ten for Mr. Fallon they again proceeded on their way. Upon reaching the border of the county the driver was found to be unable to read the stones, so the lumber was unloaded as near the location as they could guess. A man was finally located near the mouth of Bear Creek, where the stage company had a relay station for changing horses on the route between Columbia and Jamestown, who was able to read the stones and who for a consideration of ten dollars, a mighty sum in those days, consented to move the lumber a distance of three-fourths of a mile to its proper location. Here they built their shanties and stayed in them long enough to establish a residence, then started for the Cass farm near Fargo on foot in order to make some money with which to improve their claims, to which they did not return until the following spring.

Others came to the county in immigrant cars, or hired transportation from a railroad town. The families came on later when the claim shacks were ready. They were a pioneering people who were ready to take whatever the experience gave them, and they took most of it in the spirit of making the best of what the means at hand offered. Those who came at a later date had better means of transportation and had a shorter journey to their homesteads.

CHAPTER V.

PIONEER EXPERIENCES

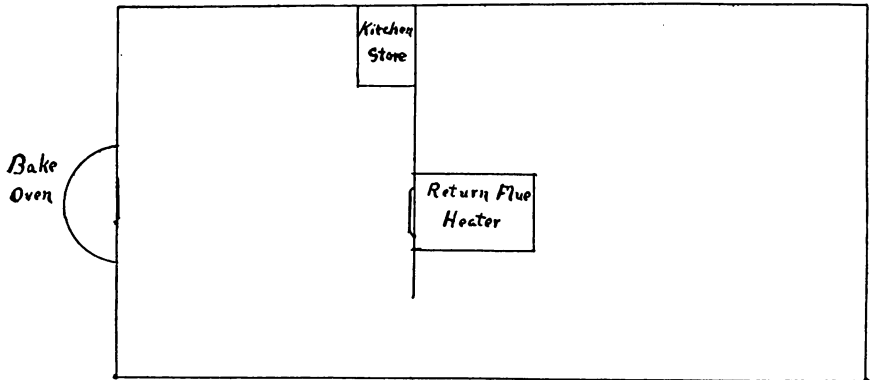
[Letters and interviews with the early settlers have been used for this chapter and the "History of Ludden" by Mrs. F. M. Folsom has been drawn upon for some of the facts. The LaMoure Chronicle of January and February, 1888, give accounts of the blizzards, and Mrs. Linvill and Lottie Puffer give the accounts of the socials and parties of the early days.]

AFTER the homesteader had paid the professional locator the fee of ten dollars for each location the pioneering was still ahead of him. Not only the modern conveniences as now known were unavailable but it was a struggle for subsistence for a few years. The country was covered with a wild and tough sod which had to be "broken" and subdued before a good crop was raised, meanwhile there was the home to prepare and the family to feed. Hardship and poverty became well known to many, and the privations of life in a new country were borne with a courage that justifies a place for our Dakota pioneers along with those who crossed the Alleghanies and conquered the first frontiers in American expansion.

"It is only when time has cooled the hot sting of the poverty and dulled memories of the bitter hardships of pioneer days, that we are able to concede to them the picturesqueness which we could not see at that time, and to fully appreciate the hardy, kindly neighborliness, the resourcefulness which characterized those people, who coming from every state in the Union and representing every degree of society, toiled, endured and gave of their best." These words were written by Emily Kennedy who, as a school girl in the early days of Dickey County, participated in the experiences of pioneer life and carries a vivid memory of the joys and achievements of those early days. Her father was the mail carrier between Columbia and Ticeville, a distance of thirty miles which he traversed on foot and in all kinds of weather in a bleak, open prairie country.

The location of the claim shack was sometimes a real question, as in many cases there was no survey to guide the homesteader. Mr. Coitrite built his shack supposedly on the northwest quarter of the section, but when the government survey was made the shack was found to be ten rods over on the neighbors quarter and had to be hauled off. In some cases two settlers who knew they could live together in peace and harmony built a common shack on the line so that one occupant could sleep on his claim and the other in the far part of the house would be over on his homestead. As the shacks were not very large the locating had to be done with care, and the government authorities discouraged this practice.

The homesteader usually bought his lumber in town and hired some one to haul it out for him. Some of those who shipped in a car-load of emigrant goods brought their lumber with them. If the homesteader had his horses and wagons with him as many of them did, he could get himself and material out to his site without depending upon others. There were nearly always some carpenters or builders who could be employed to put up a shack. John Keogh on the Elm river west of Ellendale, himself a homesteader, built many shacks for those who settled in his neighborhood. The standard price was fifteen dollars for the work of building a claim shanty. Many of the settlers built their shacks of lumber; many of them eight by eight feet, some a little larger and occasionally as large as eight by twelve. The M. H. Puffer home at the place which afterwards became Guelph was sixteen by twenty-four and a story and a half high. It was thought to look like quite a castle in comparison with most claim houses.



*Floor Plan of Settlers Cabin,
by Adam Lemke*

Some of the settlers who were hardly able to afford lumber put up buildings of sod. With the tough sod of the first breaking this was not a difficult matter. The sods were cut into pieces about two feet long and laid up like brick in courses. Mr. Liimata who located in Ada township had bought 500 feet of lumber to build a shanty eight by eight feet, but needing a larger house he built one of sod after his first seeding was done. He describes his new house thus: "It measured 12 by 22 feet inside and was built with thick walls. The sods for these were hauled from the plowing on a stone boat and laid two sods wide. Other pieces were then put on cross-wise to tie it together. When completed the wall was two feet thick for it was ceiled inside and then plastered. A pitch roof was made out of rough lumber, tar paper, and sod." This made a warm house, but as one of the pioneers said it was quite difficult to keep out the bugs if they once got established. Mr. William Poykko built his first home as a dug-out. He

dug a hole 14 by 16 feet and three feet into the ground and then put the top of the house over this. One of the settlers found this kind of house a little inconvenient when an unusually heavy rain furnished a lot of extra water.

There was some claim jumping but the settlers were too near together for much of this after the very first. Everett Gray and some friends had located claims over in Brown county and put up shanties in September, 1882. For the winter they went back to Michigan. They had an arrangement with the land man that he was to notify them if the land came onto the market, as it was unsurveyed when they located their shanties. But instead of giving them notice the land man put new men on four of the quarters on which he had located the group of which Mr. Gray was a member. When Gray and the others returned in the spring they had no claims. Two of Mr. Gray's brothers had loaded a car and shipped to Ellendale. With a yoke of cattle Gray went seven miles to his former claim, identified his shanty by the name of the contractor penciled on the door and dragged it over to Ellendale. The new squatter was not about so the others did the same and recovered their shanties. One of the brothers bought a lot in Ellendale on which to keep them until they could find a new location. The new squatter made quite a fuss about Gray's reclaiming his shanty, but evidently considered he had little basis on which to cause trouble.

There were very few "bad actors" or bad men in these early days. Most of the settlers were a god-fearing and church-going people and were anxious to build up clean communities. McGlynn's gulch was a sort of rendezvous for the rustlers who operated from the James river to White Butte, west of the Missouri. The rustlers once took a team and in order to conceal the horses from the officers who were on their trail hid them between two stacks of oats and built the stacks around and over them, keeping the team on the inside until the excitement cooled off, then took them out of the country.

Water was necessary and getting a well was one of the improvements that a settler could make to prove his intentions to make a home. In some parts of the county a well was hard to find. It was before the days of artesian wells and most of the settlers dug their wells by hand. At first many of them used the seepage into holes that they had dug near the edge of a slough. The water was somewhat filtered and by boiling it could be made safe to drink. The usual method was to dig until water was found then make a curbing of boards. Frequently this meant the filling in of much of the dirt around the curb. The hills in the west part of the county have always had abundant good water; if not from natural springs a little digging has usually afforded a good supply.

The houses had little furniture, there was hardly room for more than they had. The chairs were for company. Benches of lumber, dry-goods boxes and empty kegs served for seats. A stove was an essential both for cooking and heating in this cool country. Before the conventional cook-

stove and heaters became common there were several types which served the family with a small house. "There was a board along the wall for a table and some grocery boxes for seats, the bed was a pile of hay on the floor." This is the description of Mr. Liimata's house before his family came on from Minnesota. The "homesteader's stove" was a sheet iron affair made to sell to claim shanty settlers. It had one lid on top on which to cook. It had to be taken outside and dumped when the ashes had to be cleaned out. They had to burn hay in these stoves as there was nothing else.

Timber for fuel was very scarce and coal was expensive. The sloughs were filled with a luxuriant growth of grass and the prairie afforded abundant hay. As a matter of necessity the early settlers turned to hay as a fuel. Several ingenious devices were tried with more or less success. Loose hay burned rapidly and was hard to handle so some of the family who had the time twisted the hay into hard bundles, sometimes tying these bundles with a string, and fed the sticks of twisted hay into the stove. One fire might last half an hour or more for heating purposes, a good firing might cook a dinner and bread could be baked with a good degree of attention.

When the German settlers came a little later in the settlement of the county they brought with them their own formula for making fuel, the "Mist" as it is called in their language. One of the settlers described this fuel as follows; "They prepared the "mist" for fuel from barn-yard manure as did all the German people. The manure was allowed to accumulate in the barnyard during the spring and summer, the animals tramping it down to a depth of nearly a foot. If it was to be used the same year it was best not to have much straw in it, otherwise it was best to leave it in the yard over a winter so that the straw would be well tramped and packed down. The blocks were then cut with a spade and turned up on edge to dry. As soon as they were cured they would be placed in big stacks or piles, plastered over with manure to turn water and then left for further drying till they were used. The secret was to get the material well packed and thoroughly cured before using." A great many people on the plains have used buffalo chips and cow chips but "mist" is a prepared article which has proved its efficiency and is still used by those who know how to prepare it and are willing to take the time to prepare it well. It makes a fuel that can be used in the modern stove or in the ovens still used by some people.

Many of the pioneers made their own equipment including stoves to do the baking in their accustomed way. Out-door ovens were not uncommon in the early days in the western part of the county but they have mostly disappeared. The German-Russian immigrants brought with them a practical plan for an out-door oven which is shown by a drawing furnished by John Wirch of Spring Valley Township.

These stoves were made of small stones laid up in clay mortar. The walls were laid up to the level of the oven bottom across which iron rods were laid. Homemade brick, were placed on these which were covered by

a sheet iron plate. The walls were then carried up till they were about three feet high when a top was put in similar to the oven bottom. The oven bottom was not carried back to the rear of the stove, so there was an opening for heat and smoke to pass from the fire box or bottom of the stove over the top of the oven and then out the chimney.

A side door was provided in which food was placed in the oven or cooking chamber. The oven was heated with a fire of straw or "mist"; when the stove was well heated the fire was drawn and the food placed on the heated plate or oven bottom and left till cooked. Sometimes the metal plate on the oven bottom was covered with sand to hold the heat. This would become red hot with the heat from the furnace below and would retain it for a long time.

Ovens for baking were usually separate; sometimes they were built indoors, but in warm weather they were out in the yard. They were on the "Dutch oven" principle. In some cases they were made by making a mound of well tamped hay of the proper size; this was covered with a cloth and then a mound of clay mortar built over it. When well covered the hay was fired and burned out. This burned the clay to brick and made a conical oven in which the baking was done. The cloth was spread over the hay to prevent the stems from sticking in the moist clay.

Another pioneer from the west part of the county says he built his stove of lime stone fragments and clay mortar. It was about five feet long, was fired from the end and had a return flue which brought the gases back to a flue in the partition where the combustion was completed. When well heated this heater would throw off heat for a long time.

Travel was rather difficult in the early days as there were no graded roads. The trails went across lots, the shortest distance, except that the settlers' crops were respected if it was not too much trouble to go around. The roads were trails and the streams at first were not bridged. In coming to the county several people were almost drowned in attempting to cross streams swollen by melting snows or heavy rains. Those living near the creek would know where to ford. Many used oxen for traveling as well as for work. The stage line carried passengers and mail between postoffices and the larger settlements, but the general way was to come by rail and in case the railroad did not take him where he wanted to go the traveler went on foot. Many of the early homesteaders walked out from Jamestown and some from Lisbon, others from Columbia. Olaf Johnson of the Forbes neighborhood walked from Carrington to Ellendale on his first trip to the county. Herman Liimata and a companion walked from his claim south of Guelph to Milnor in one day and to Wahpeton on the next day. These are examples that could be duplicated many times. Sometimes high water delayed them for days or kept them at home.

In the winter time there was always danger from blizzards. These storms usually gave warning to the old-timer who was able to read the signs,

but those who wanted to travel did not or could not always heed these signs. A good sized blizzard greeted the settlers in 1882, but the severest one in the early years came on January 12, 1888. Several lives were lost in the county. A typical case was that of Mrs. Olson, a resident of Wright township. Her daughter, Mary, thirteen years old started out that morning to go to school a distance of three-fourths of a mile. This was just before the storm, and she intended to stop at the home of Louis Holms about a third of the distance to the school house and accompany the Holms children to the school. As the storm arose suddenly and violently, Mrs. Olson, whose husband was aged and feeble, started out for Holms intending to overtake her daughter there and prevent her from going further. The little girl reached Holms place in safety and remained there till Friday afternoon, the next day. The child's return home was the first intimation to Mr. Olson that his wife had failed in her mission and probably lost her life. The neighbors were notified and searching parties organized. The footsteps of the unfortunate woman were traced backwards and forwards, once coming within a short distance of her own home and then straying off again. A successful ending of the search occurred Monday noon when the body was found where she had finally given up the struggle and fallen about eighty rods from her own home and not very far from Mr. Holms house. There were only a few of these great blizzards.

The gophers were a nuisance that caused considerable loss to the farmers in the early days. A bounty was placed on gopher scalps and they were sometimes used as a basis for exchange. They were accepted for contributions in the Sunday School at Ludden and one hundred scalps paid the subscription to the Ludden Times for a year in 1889. A systematic gopher hunt was organized in 1889 with the community divided into two teams. A penalty of fifty cents was assessed upon any member who produced less than ten scalps and one dollar on any one who did not produce at least five. It was determined by actual count that 17,113 gophers lost their scalps and it was estimated that about 3000 more lost their lives without the loss of scalp.

Times were hard but people had a pretty good time out of life in many communities. Church services and Sunday School meant much in the lives of the pioneers as these brought the people together. In Keystone they maintained a literary society and had spelling matches. In the Port Emma community they had neighborly gatherings around at the homes. In spite of their hard times they sang songs parodying their poverty and in this way cemented a friendship for their state and for each other that is one of the outstanding features of Dakota life. One of the young women of this time—(Who was it) has voiced the situation in a way that gives the real keynote of pioneer life:

"There was nothing of the clannish custom in early days. Everyone was neighbor to everyone else. Social circles were limited mostly by dis-

tance. A neighborhood gathering meant everyone as far as word could be gotten. Ten or twelve miles might be traveled usually by lumber wagon to attend one of these gatherings,

"One winter a series of 'surprise parties' were distinctive in that the person at whose home the function was to be held was notified of the fact in advance, and perhaps helped plan it, and the other neighbors brought the refreshments. As a usual thing no committee was appointed, each family provided what they wished and as a natural result sometimes one party would be extra well supplied with sandwiches and perhaps there would be a scarcity of salads, etc. But usually there was an abundance of everything, doughnuts, cookies, layer cakes, loaf cakes, pie, baked beans, varieties of salad, pickles, so that when the refreshments were finally served everyone went off with a sense of having done his best to consume his share of it.

"Whole families participating together was the rule. Generally, the little children were in some room playing games, but often they preferred watching the older ones play. The fathers and mothers then unbent their dignity and frolicked about. "Ruth and Jacob" was a favorite game. One time Mrs. Lottie Connover who was quite tall was "Ruth" blindfolded and endeavoring to capture Jacob in the guise of Wm. Bateman. Mr. Bateman got down on all fours on the floor so that he successfully evaded the sweeping arms above him again and again. Finally amid much merriment Ruth was successful in discovering the ruse and gave her captive a good shaking. No wonder the children preferred to get in a corner somewhere and watch their elders.

"The pioneer spirit which pervaded society then included every settler and excluded no one. Later when increasing numbers made this impossible it was a real problem to draw lines. Generally this was done simply by distance. Perhaps everyone within two or three miles was invited if the affair was comparatively unimportant, the distance the invitations were given increasing as the importance of the occasion did."

CHAPTER VI

TRANSPORTATION AND MAIL SERVICE

[For information for this chapter the Society is indebted to Chas. Saunders, Everett Gray, L. H. Hull, Eb. Magoffin, J. O. Glenn and others who were drivers of the stages; to Mons Nelson, Andrew E. Howe, John Nelson and others who were acquainted with the stage lines and mail service of early days. Others are mentioned in the text.]

IN the westward expansion of the American people the main lines of rail-ways were built east and west. There were great numbers of people coming into the new country, and frequently it was necessary to cross from one line of railroad to another without going clear to St. Paul to make connections. Columbia on the Northwestern and Jamestown on the Northern Pacific were important points in the early history of this region. A stage line up the James river to connect these two towns was established by a man named Benjamine in 1880. This was the first line to cross what is now Dickey County. The route was laid out up the east side of the James to the vicinity of Grand Rapids, and from that new town on to Jamestown.

Benjamine had been a government freighter in Nebraska and other places on the plains, so was well prepared to establish and operate the new line. He had his office in Jamestown, had one rig, and a Mr. Mellinger was the only driver. The stage would leave Jamestown in the morning and reach Grand Rapids for the night. The next day it would reach Columbia, taking two days each way for the trip. Very soon it was found necessary to have stations between the night stopping places, where fresh horses could be had. The relay station between Grand Rapids and Columbia was located at the crossing of Bear Creek where the farm buildings of John Nelson are now located, on the northeast corner of Section 8-131-59.

The house was up on the hill where it could be seen and easily located by travelers or the driver of the stage line in a storm. They had a big pole set in the ground near the house and at night would hoist up a railroad lantern so that the driver could find his way in, as in bad weather sometimes the stage could only make this station in time to stop over night. The house was a frame one, fourteen by sixteen feet with eight foot posts, built from lumber brought down from Jamestown. The barn was a dug-out built in the east bank of the hill and roofed with poles drawn from Grand Rapids, and over which was placed a covering of hay. It had one end covered with a shingled roof to provide a place for his harness and feed.

Benjamine owned land near the station and on his tree claim there was a good stand of grass where they made hay for the stock that was kept at

the station. Mellinger took a claim and afterward became the possessor of considerable property. Benjamine speculated in wheat and lost his money and had to work for his old driver in order to make a living. In April, 1882, a man by the name of Mills located on the site of what afterward became the city of Oakes, but spent most of his time working at the relay station taking care of the stock. Mons Nelson located on the southwest of Section 4 and worked at the relay station.

The stage carried many passengers and brought the mail for the places on its line, but when the railroad was built in to Ellendale in 1882 that part of this old stage route from Columbia to Grand Rapids went out of business. It had served some Dickey County people with mail from the relay station, but the location of new postoffices and railroads superceded it and it soon became only a memory to a few people.

When the railroad into Ellendale established passenger service that way a new stage route was located from that town to Grand Rapids. This line took the shortest route along the railroad right of way past the Bishop place to the bend of the west fork of the Maple northeast of the later Boynton where it would ford the river and go into Keystone on Section 10 of that township. It crossed the north fork north of old Keystone and three miles further on passed the "Half Way House" from where it continued to the county line in the corner of Valley and Porter townships. For a time in 1883 the line went directly east from Keystone for two and a half miles, then northeast to LaMoure. The "Half Way House" was the home of the Stevenson family which almost by accident became a well known stopping place for dinner for those who were traveling by stage. The story of Valley township tells how this occurred.

When the Grand Rapids stage was routed over another line Keystone was supplied by a mail route from Ellendale. To accommodate the new settlers in the Merricourt neighborhood a postoffice was established at the claim house of a settler about three miles northwest of where Merricourt is now located, and the mail for this office was brought up by the Ellendale-Keystone mail carrier and out to the Merricourt office. After Monango was located the Merricourt mail was brought out from there until the Soo line built in to Merricourt.

Yorktown was settled in 1883 and a postoffice established there but for a time no provision was made to carry the mail regularly. The settlers were taking turns in bringing the mail from Ellendale, or any one who was in town would bring it out in a grain sack. But when the Northern Pacific built into LaMoure the stage line which had been going through Keystone was changed to run by way of Yorktown. Martin & Strane, an enterprising pair of young men who had a livery barn, a hotel and an implement store in Ellendale had the contract for carrying the mail over the Grand Rapids line and were transfered to the line to LaMoure.

The route of this new line was out of Ellendale almost due northeast.

It did not have to follow section lines or deviate from its course except where some settler had a crop growing or where sloughs made it necessary to drive around them. It went on the section line past the place known as the Emery Ranch where it went a half mile east then up the quarter line to the center of the section and then northeast again. It went through Yorktown to the corner of the section on which that settlement was located then due north to the county line.

Charles Saunders and L. H. Hull were two of the early drivers over this route. They used a sort of bus, not a regulation stage, but a rig with three seats and a canvass cover. They used two horses at a time, and would drive out of Ellendale in the morning to Yorktown, then taking a fresh team from the Morey barn would go on to LaMoure. Here they would take dinner and with a fresh team drive back to Yorktown, change to the team they had driven that morning and come into Ellendale. It made a round trip of seventy-two miles and was not an easy day's work for the driver.

The life of a stage driver had some picturesque features, but times had changed and a higher type of civilization was found in this new country. Travel was heavy and on the Grand Rapids line they had to use four horses some of the time. One morning Everett Gray was in Ellendale about the time for the stage to pull out for Grand Rapids. The man who had been driving on this line was drunk, and one of the managers, Martin or Strane, saw Everett near by and called out, "Can you drive four horses?" Mr. Gray promptly said, "Yes, of course", although he had never done it. Anyhow he soon found himself perched on the seat of a Concord stage bound for Grand Rapids. He knew if he could get out on the road without an accident he could get along. He drove the leaders and let the wheelers follow and got along all right. He drove for several months and after a few trips learned to handle the four lines as well as any one. The stage usually had six to eight passengers; the baggage was carried in the boot and on the top, one passenger with the driver and the others inside. There were all kinds of people traveling; drunks and preachers, lawyers and laborers, and every other kind. The fare was four dollars from Grand Rapids to Ellendale by way of Keystone, and after LaMoure was established they went into that town for a time and then on to Grand Rapids, fording the river near LaMoure twice in order to reach it.

Charles Saunders on the Yorktown line had a nervous time one morning when starting out of Yorktown. A "tough bird" as he called him, had been hanging around and the hotel man warned Saunders to be on the lookout when starting out of town. Saunders was driving a pair of cayuses and they whipped out pretty fast as they went past an old sod barn. The tough "guy" stepped out but he was too slow and the stage did not stop for him. Later, he was arrested ("picked up") for robbing his partners of a valuable bunch of furs.

The weather sometimes bothered, and with uncertain roads it would

sometimes be as late as eight o'clock when the stage would reach Ellendale, but Mr. Saunders missed only one trip. That time he left Yorktown to go to Ellendale and ran into a storm. On this trip he had no passengers. His horses swung up to a shack by the road and stopped. He looked out and knew the place and started his team again for Ellendale. After a while the horses stopped again and Mr. Saunders found he was at the same shack again. He looked at his watch, gave the horses a cut to go on the road and started out the third time. Again the horses swung off the road and in fifteen minutes were back at the shack again. This time Mr. Saunders unhitched, led one horse inside to test the floor, then brought in the other, opened a straw tick to feed the horses from it, then blanketed the animals and laid down in his buffalo robe and went to sleep. When he awoke the sun was shining in his eyes through a knot hole and the storm was over, so he hitched up and drove into Ellendale.

For his services as stage driver he received \$14.00 a month and his board and room. The fare from Ellendale to LaMoure was three dollars, and the driver was collector, conductor, brakeman and guide. This stage had to ford the Maple river when the ice went out in the spring. The drivers knew where they could find good bottom and would push in and flounder across. They had a bridge most of the time, but when it was out of order or gone they forded. At places they had put rocks in the river to make a good bottom. These drivers were heroic men and hardly ever missed a trip in bad weather. Bundled up in his big fur coat, cap and mitts, cold weather and severe storms would not deter him. Saunders, Gray, Hull, Sutley and others were men who helped bring the benefits of civilization to this country, and Jackson Strane, an early sheriff, backed the enterprise that brought connection between the homesteader and his friends back home.

Settlers to the west of the Milwaukee line to Ellendale needed mail services and several lines were run from the towns along this railroad. J. V. McMillan got a contract to take the mail between Ellendale and Bismarck. He knew in a general way where the route was to run. George Cochran took out the ponies for the relay stations and was the first driver. The line ran west from Ellendale about three miles then over to the north township line and west to Coldwater Lake in McIntosh county then on south of Kislingberry Springs to the northeast corner of Hoskins Lake, then to the northwest to Bismarck. At first there was no stopping place except a settler's home at Hoskins Lake. The driver stopped for the night wherever darkness overtook him and made himself as comfortable as he could with the equipment he carried on the stage. If he were fortunate enough to reach the shack of a settler he found a stopping place with him.

In 1883, Mr. J. H. McClure, a man from Monmouth, Illinois, got the job of carrying the mail over this route. The line was changed about this time to run to Ft. Yates. Ditto, an old Texas man, and Mat Gray had come up with Mr. McClure and were also connected with the stage line, Gray

doing considerable of the driving. There was only one rig and this would leave Ellendale one morning and would make Hoskins Lake that night. The next day the stage would go on to Fort Yates, delivering the mail at the log building at Winona where the post-office was kept. The day after this the stage would leave Winona in the morning and reach Hoskins Lake that night and come on to Ellendale the next day, using four days for the round trip. They used a three seated spring wagon to carry the mail and occasionally a passenger, and did not try to run in the winter. In this year of 1883 the place at Hoskins Lake was made a regular stopping place, as lumber was drawn out from Ellendale and a good frame shanty built. There was no stable, but a corral was built of poles. There were some trees on the lake shore and a spring furnished water.

Mr. Bariah Magoffin, a Kentucky colonel, had bid off some of the mail contracts along the Milwaukee line and took the mail contract to Hoskins in 1886. Eb Magoffin, the son, had to do the driving for several weeks before they could get a satisfactory bidder to take over the contract. They were using a "democrat" wagon and had four horses for the line. By this time Mr. Bacey had established his ranch at Coldwater Lake and a post-office known as Coldwater was established with Mr. Bacey as postmaster. The mail stage would start out of Ellendale in the morning and drive to Bacey's ranch where they could get dinner and a fresh team, then drive to Hoskins' and stay over night; then the next day drive back to Ellendale. The trip now took two days, as the line from Hoskins' to Fort Yates had been discontinued. The stage passed Lorraine postoffice east of the hills where they would leave mail, and there was a postoffice at a farm house between Hoskins' and Coldwater. The fare on the stage was \$3.00 from Ellendale to Hoskins' and the passengers paid for their own dinners.

Several contractors had this line in the following years, and several different drivers ran the stage. A new postoffice, Pierson, was established north of Lorraine on Section 18 of Township 130-64. Lorraine postoffice was kept by Theodore Gray and the mail was sent from Lorraine to Pierson by Hugh Gallagher who lived about half way between the two offices. When Gallagher himself was too busy in harvest he sent one of his girls to carry the mail bag.

In 1897 Franklin had the contract for hauling the mail to Ashley and he hired John Kosel to drive the stage for him. Mr. Kosel had a claim about four and a half miles east of Coldwater. He got \$700.00 a year from Franklin and whatever he could get for hauling passengers and freight. He handled what he could in his buggy, charging \$2.00 each for passengers from Ellendale to Ashley. A new postoffice had been established near his place, known as Albertha, and Mr. Kosel would take the mail from Albertha to Ellendale, stopping at Lorraine; then in the afternoon he would drive back to Albertha and his home. The next day he would take the mail from Albertha to Coldwater and Ashley, returning home the same day. It took from six in the

morning to six at night to make the return trip, especially on the Ellendale end. Some winter mornings he was out of the hills on the way to Ellendale by the time the sun was up.

Mr. V. E. Haskins, a neighbor in the township north from Mr. Kosel had the driver's job for some years. He followed the same plan as Mr. Kosel, taking two days for the round trip but being at home every night. At this time the route went west for about two miles from Ellendale, then over to the township line and into the hills about where the new state highway is located.

Later the railroad was extended to the new town of Forbes and the postoffices at Lorraine and Pierson were discontinued; Albertha postoffice dropped out and a new office at Wirch was established, with most of the people served by the old postoffice getting their mail at Forbes. The stage line was continued until 1910. The laying out of new highways and their completion in 1926 saw the establishment of an auto bus line through Ellendale and Ashley to Bismarck, but the days of the old frontier stages have passed.

There was also a mail and stage line from Ellendale to Port Emma and later to Ludden and connection made to Milnor, which brought out mail for the settlers around these towns and the newer settlements that later found themselves on the Great Northern. In all these small towns the arrival of the stage was the event of the day. It brought the mail and occasionally a passenger, and the driver brought any news that had come too late for the papers or the letters.

The postoffices in Dickey County have been as follows: Ellendale established early in 1882; Keystone on April 6, 1882; Port Emma also in 1882; Hudson in May of 1883; Ludden (old town) July 2nd, 1883; Eaton, Yorktown, Ticeville and Merricourt, all in 1883; Weston on October 18th, 1883; Ulness in 1884, afterwards becoming Glover in 1887; Wright about the same time; Ludden (new town) in 1886; Oakes on Sept. 6th, 1886; Guelph in 1887; Fullerton in October, 1888; Clement on August 24th, 1888; Silverleaf in 1887; Lorraine in 1897; Pierson on Feb. 16th, 1898; Wirch in 1900; Albertha in 1896; Forbes in 1905; Wolf in 1910. In the southeastern part of the county mail has been received from the postoffice of Frederick and Hecla, South Dakota, and the rural delivery has supplied mail to Dickey county residents from LaMoure and Kulm. For some time the Alpha, S. D. postoffice was supplied out of Ellendale. By 1912 the number of postoffices in the county had been reduced to twelve.

Soon after the first settlers began to come to this region some one thought of carrying the goods and supplies by water. A boat was built at Columbia in 1883-1884 from lumber freighted down from Jamestown. The boat which was named the "Nettie Baldwin" from the daughter of a Columbia banker, was in commission for something over two years. It was a flat-bottomed scow drawing only a few feet of water, a sternwheeler, very diffi-

cult to steer because it would swing from side to side. The shape and handling of the boat was such that in rough weather it was difficult to protect the cargo, and in its last season it spoiled a cargo of flax by getting it wet. It carried its load on the deck, and when not carrying much freight it could carry twenty-five passengers. Its first arrival at Port Emma was on April 17th, 1884, and the fact that this place was a port of call gave the town its new name. The steamer went up as far as Hudson, coming up one day, remaining over night and going back the next day. On some occasions it went up to LaMoure.

When it came to building bridges across the James it was a question as to whether it was a navigable river. Most people considered it was not but the steamboat operators held that they were actually navigating it and objected to have bridges built without a draw. In 1886 a bridge was built at Port Emma. The captain of the steamer to make a demonstration and force the authorities to put in a drawbridge, came up the river and was preparing to whistle for the draw when he ran aground in the mud and could not get up within whistling distance of the bridge. That fall the steamboat transported some grain down river but went out of commission; its engine and boilers were removed and its hull laid up at Columbia.

Another interesting attempt to navigate this river was tried as late as 1912 and 1914. Mr. A. H. Alexanderson had been working on the Benton Packet Line out of Bismarck and was interested in boating. In 1909 he was doing carpenter work in LaMoure and Dickey counties, and conceived the idea of building a boat on the James. His boat was to be eleven feet wide at the bottom, 16 feet at the top, and sixty-one feet long, but these dimensions had to be changed to let the boat through some of the bridges. The work of construction was done on the south bank of Bear Creek near the N. P. bridge a mile and a half north of Oakes. The boat was launched about the middle of July, 1910. The work was well done and the boat drew only about a foot of water with all its machinery aboard. It had to be floated down Bear Creek to the James, where it was first put into commission about the first of June, 1912. Five excursions from the bridge west of Oakes were run that year, and some excursions from LaMoure and other points on the river were made. The boat attracted much attention and many people took a ride in this novel way. The captain lived on it the summer of 1912 and again in 1913 when one or more excursions were run, but the water was low that year.

On July 4, 1914 the boat made its last trip when it took a picnic party from Mr. Jacobson's to the grounds at Wright's grove, a distance of fourteen miles in an hour and a half. That night the boat was taken back to the starting point about five miles below LaMoure, where later it was pulled up on the bank and taken apart for the material to be used for other purposes. This was the end of the "Wander Land". Another boat was built by Captain Alexanderson at this place below LaMoure in 1914 and named, "The Red

Wing". This was a smaller boat than the "Wander Land" and was run on the river in 1915 and 1916, and in 1916 was taken down river to Columbia where it was still in service in 1925.

CHAPTER VII

A PERIOD OF DEVELOPMENT

[Interviews with the pioneers and papers collected by the Dickey County Historical Society are the authorities for this chapter.]

DICKEY County was settled by a people who came here to make their homes, so they early gave attention to schools, churches and fraternal organizations. The first school in Ellendale was a private enterprise. On August 26th, 1882 a meeting of the citizens was called in the Milwaukee depot for the purpose of arranging for the organization of a school. It was voted not to form an organized district but to raise money by popular subscription. A committee for this purpose was appointed and the following week this committee reported that they had secured one hundred thirty-two dollars. This money was turned over to Mr. Samuel B. Meacham for the purpose of repairing his building for school and engaging a teacher. The teacher hired was his wife, Mrs. May Meacham, who opened the school on September 25th, in the building now used (1929) as the office of the Northern Power and Light Company. Mrs. Meacham was to furnish the building and teach for three months for one hundred dollars and one ton of coal. Twenty pupils were enrolled the first day but a total of thirty-one pupils were admitted during the three months' term and the average attendance was sixteen. Books from all over the United States were used with scarcely two alike. The only piano in town, belonging to Miss Blanche Davis, was in the school room to help in the opening exercises. Mr. and Mrs. Meacham lived in the same building and did their cooking in the school room for several weeks, until the room in the rear was completed. This was the first school in Dickey County.

A common school district three miles square was organized by the new county superintendent, Mrs. F. F. Bergendahl. The first organized school in Ellendale was located in the south part of town and Mrs. E. J. Herbert was the teacher. The attendance grew rapidly and more room had to be provided so bonds were issued and a new building erected.

A school was organized in Keystone in the summer of 1883 with Mrs. W. A. Caldwell as teacher. This school was held in the "tabernacle" which was built by Haggerty and used for a hotel, a large building with seven foot posts and a flat roof. There were tiers of bunks along the walls for the accommodation of guests. The school furniture consisted of little plank tables at which the students sat in chairs, two at a table. The next school was held in the upstairs of the Wilson house, and then a place was provided for it in

the original Caldwell store. When the town was moved over to Monango the children went to school in a little school house a mile or two west of the town. Mrs. Mary Crabtree Morrison was the teacher, and after this one winter in that location the school was moved to Monango.

The first schools were usually held in the sod houses or tar paper shack homes of the pioneers. The furniture was pretty apt to be hand made. Books were procured from the publishing houses and the subjects studied were very much the same as those of the older states, for the pioneers came from places where schools were appreciated. The teachers were graded according as to whether they held a first, second or third grade certificate. The prevailing salary seems to have been six dollars a week, and in some places the teacher "boarded around". In the country schools the term was from two to four months in length according to the amount of money available. In towns the terms were longer, sometimes as long as eight months. The children of foreign parents usually attended school through the third and sometimes the fourth grade. Those of American parentage often went as far as they could in their home school and then went back to the old home or some good high school and completed their education. Most of the schools in the rural districts were attempting to do work up to and including the ninth grade, and that with one teacher. In one town school in 1887 an exceptionally good man teacher received \$30.00 a month, and had sixty pupils. After some years the wages advanced and a first grade teacher received \$32.00 per month, a second grade \$30.00 and a third grade, \$28.00. Country board for teachers was \$2.00 a week and in town \$3.00.

An interesting account of those early school days is given by a former pupil of the Ticeville school. Emily Kennedy relates rather a typical story of these early day experiences. "Our first term of school was held in a small claim shanty belonging to Grandma Woodward, and was taught by tiny, merry, seventeen year-old May Towne. While the discipline was not all that might have been desired it at least was as good as could have been expected in so small a room. A perpetual feud existed between the boys and girls, who sat on opposite sides of the room. We studied aloud, stopping occasionally to hurl a book or an epithet at an enemy across the not more than six feet of intervening space. Cool days found us spending recess periods twisting hay to be burned in the little air-tight stove. We were exceedingly fond of our little teacher, and attested our loyalty by being model students for one afternoon, during the dread visit of the county superintendent".

"Our second term was held in the new Ticeville school house. We were fortunate in having as teacher Fred Sinclair, a man of culture and vision. The custom of "boarding round" inaugurated that year, was discontinued afterward, much to the relief undoubtedly of Mr. Sinclair's successors. We had two or three excellent teachers, among whom charming Julia Graham, fresh from normal school, stands out conspicuously. We thought her

beautiful and her clothes, from the bustle of fashionably ample dimensions to the rich, red velvet cuffs and collar which adorned her green broadcloth dress, perfect.

"But it was during the year I was able to attend the Ludden school that I came in contact with that teacher, Mrs. Karten,—a woman of vision and talent, who made the school room a place of delight. While it is true that her methods met with adverse criticism, I believe her pupils all found her teaching inspiring. She was a purist and spoke delightful English. She stressed proper pronunciation and at least tried to teach us to enunciate distinctly."

The Chicago, Milwaukee & St. Paul Railway was for a few years the only railroad into Dickey County, but with the great influx of settlers the one station was not accessible to the great majority of the people. As one of the pioneers says, "It was a favorite pastime to lay out a railroad and locate a town site." It was the era of railroad expansion and all of the new towns were expecting to be on an important line. The Milwaukee had taken up the rails for the two miles or more that they reached past the new town of Ellendale and had used the right of way for the storage of material for bridges and ties. The final survey passed between Keystone and Merricourt and extended to a place in LaMoure county where Edgeley a new town was located. The new town of Monango was located and the buildings from Keystone moved over to the new site. Two flag stations and Monango were the only places added by the Milwaukee extension.

Seeing the possibilities in the new country a group of enterprising business men of Ellendale organized a railroad project in 1882, the first summer of the new city. This was projected to run from a point on the Missouri river nearly east to Ellendale then continuing in a nearly easterly direction to the Dakota-Minnesota line just north of Fairmount. The fact that it did not reach or pass through any large towns seems to have been a small matter; in fact it would be a great advantage to the promoters to be able to lay out and control the townsites. The town of Hudson was laid out by this company. The question of terminals seems not to have bothered much as the west end was to be on the Missouri and at the Minnesota line it was hoped some other road would be willing to go on with the project. This project was first known as the Ellendale and Wahpeton Railroad. On May 1st, 1883 it was rechristened the Ellendale and West, and on March 14th, 1884 it was given the name of Dakota Midland Railroad. A good part of the survey was made and in many places actual grading was undertaken, and remnants of the work on the line to-be can still be found in Dickey, Sargent and Richland counties. It seems to have been the hope of the promoters to make the new line sufficiently attractive so that one of the roads looking for an extension through this region would buy out the company and complete the road. James J. Hill was interested in railroading in this part of the country and the Northern Pacific people on their trade with Hill

by which they secured the grade from Wahpeton to Milnor had rather a pretentious plan in mind in laying out their Northern Pacific, Fergus Falls and Black Hills Railway. A line shows on some old maps but it never became a reality beyond the city of Oakes. Finally, the St. Paul and Pacific which came to be known as the Soo Line bought out the rights of the old Dakota Midland but chose a different route for the actual construction of their road, giving the ambitious town of Hudson its second disappointment in regard to a railroad.

From the time when the first settlers had come up the James River to find homes there had been the expectation of a railroad up that stream. Columbia to the south and Jamestown to the north afforded excellent terminals and there was a rich country between these two towns awaiting development. The Northern Pacific quickly appreciated this opportunity and began construction from the north. The settlers of eastern Dickey County looked to the south for the new road and persistent rumors told them it was coming. Eaton, Port Emma and Hudson were all located on the west side of the James, Old Ludden on the east but close to Port Emma. Nothing more natural than that the railroad would come up the west side of the James. The preliminary survey left the matter in doubt and every town was willing to furnish inducements for the line to come to them. Says Wm. Wattula, one of the pioneers, "On one occasion in the early days a meeting was called in Eaton to raise funds to provide a bonus to the railroad to build through the country. After every one was pumped full of propaganda and they were about to take \$100.00 subscriptions from each of the farmers a little old man got up on the table and told them they had better keep their money, that the railroad would come anyhow as long as there were so many people living in the country. The people cooled off, kept their money and the railroad soon came along from Columbia anyway."

This was the Northwestern which was looking for a place for a terminal at which to meet a line or lines from the north. The survey came up the east side of the river and reached the neighborhood of Port Emma in the afternoon. To humor the people of Port Emma the surveyor ran a line into Port Emma, and that night was one of great rejoicing and celebration, but the next morning the survey continued on its northerly direction and passed Port Emma a mile and a half to the east. At first it was thought the terminal might be across the river from Hudson but the survey took the track three miles further north, where the city of Oakes was later built. The construction of this line brought Ludden out to the track and removed Hudson to the new town of Oakes, while three towns ceased to exist, Eaton, Ludden of the old days and Hudson. The business part of Port Emma was removed to Ludden and Oakes. The Northwestern was constructed in 1886.

Meanwhile the Great Northern was building westward through this tier of counties. At this time it is difficult to say what Mr. Hill had in mind

for this region but he was scouting for a line to the west, as he himself spent two weeks with his engineers in camp at the home of Mr. T. R. Shimmin, while looking around in the hills and had bought section thirty-one in township one hundred thirty, range sixty-six for a townsite. His plans for that time were suspended by an agreement with the Milwaukee that he would not build west of them for twenty years. So the Great Northern was built into Ellendale and the new stations of Crescent Hill (the old Hillsdale), Newton, Port Emma, Guelph, and later Silverleaf, were located on the new line. Port Emma inherited the name of the old town but never developed more than a flag stop and for some years an elevator for the handling of grain. This new line passed a mile and a half to the north of the new town of Ludden but the people of that town wanted it so a mass meeting of its citizens was called in April, 1887, to discuss the best method of inducing the Manitoba (as it was called then) to run nearer. All the citizens were enthusiastic in supporting the attempt to get the railroad into Ludden and a committee consisting of F. E. Randall, I. J. Kemmerer and W. H. Ellis was appointed to go to St. Paul and wait upon President Hill; at the same time this committee was to interview Messrs. Monango and Washburn of the Minneapolis and Pacific Railway (Soo Line). Information does not tell how well this committee was received but its mission was not accomplished. Hope was not abandoned as the chronicle of the times states that the following resolutions were drawn at a mass meeting of the citizens of Ludden and sent to the officials of the Manitoba railroad headquarters at St. Paul, Minnesota, November 19, 1887: "Resolved, that the citizens of Ludden, Dakota, who being desirous of having a track from the main line of the Minneapolis and Manitoba railroad run into the town; and the removal of the Riverdale (now Newton) depot to this point, do hereby agree to give five hundred dollars in work on the grade, and at least an equal portion of our freight rates being equal to that of other roads which are or may be built to this point, provided that said railway company shall establish a depot on the east side of the C. & N. W. railroad track, and within eighty rods of the C. & N. W. depot at Ludden; and run all regular trains over said line into town of Ludden." The Newton depot was later removed to the crossing of the two tracks but no nearer the city of Ludden.

Through these years the Soo Line was pushing westward from Hankinson. This line built into Oakes and west from there to where the Milwaukee had built across the county. Here construction stopped for some years at the station known as Boynton. This is about a mile east of the Milwaukee crossing and the steel had not been laid that last mile. The ties were down but they made such handy timber for the farmers and others passing through that they were disappearing so the company hired Frank Northrop for five dollars to pick them up and take them back to Boynton. He had a helper but he reports it the hardest work he ever did for that money. Besides Oakes and Boynton a new town, Fullerton and a flag stop at Clement

were located by this line. Later Norway Spur and the Baldwin elevator were made freight stops.

This new line went right through the townsite of Yorktown but did not establish a station, a story told in another place. Also it should have gone into the new town of Monango instead of running south a mile, but the Company felt that Monango was too high in its terms and since it wanted to control its townsite it missed this town. A few years later the Soo was built to Merricourt and then up the hills to a new town at Kulm, where it had its terminal for several years. On this new extension a good depot was built at Kilbervie two miles west of Monango from which place the station agent could look after Boynton and Merricourt as well as his own station. A little later this depot was removed to Merricourt and old Boynton has become just a passing track.

In 1905 the Great Northern built fourteen miles west of Ellendale to establish the new town of Forbes. It is also interesting to note that another Midland was scouted across Dickey County, for when the Midland Continental Railway was projected some years ago from Winnipeg to the Gulf the map line showed the course from Jamestown to Edgeley, south through Merricourt and on to Forbes and then south across the intervening states to Galveston, Texas.

In the late eighties and early nineties a new group of settlers were hunting homes in the new northwest. This was the movement of the German-Russians. They were descendents of people who had migrated to South Russia in the eighteenth century who under the new slogan of Russia for the Russians were unwilling to be oppressed and came to America. They had been coming to parts of the west for some years, but the first migration to this part of Dakota was about 1889, when a number settled in McIntosh and Dickey counties. They are a thrifty and substantial people who by inheritance and training are well fitted for pioneering. With education and the inspiration coming from contact with American ideals they make excellent citizens and have contributed much to the upbuilding of Dickey County.

Dakota Territory was authorized to form two new states in 1889 and for delegates to the Constitutional Convention for North Dakota Dickey County with a part of LaMoure was constituted the 8th delegate district. The nomination of these delegates meant their election in this district and the convention for this purpose was held at the courthouse at Ellendale. Three delegates were to be selected and while the district was strongly Republican there were already quite well developed factions. In the convention Mr. Alexander D. Flemington was chosen early and soon after that Mr. L. D. Bartlett got a majority vote, but it was not so easy to determine the third place and many votes left it still undecided. The meeting lasted into the night and some of the friends of the candidates did not dare go home for supper, so meals were brought into the hall for many of them and

finally at about two o'clock in the morning Mr. W. H. Rowe of Monango was nominated. These three were later elected and they formed a strong delegation in the Convention that met at Bismarck on July 4th, 1889. At this convention an industrial school and school for manual training was located at Ellendale.



Judge Francis, Sheriff Strane and Deputies, Lawyers, Attorneys and Others at the First Term of Court held in Dickey County

At the election in the autumn of 1889 a full set of county officers was elected but the change to statehood was so little real change that a citizen could tell the difference largely by a change in the name of the higher authority only. For legislative purposes Dickey County was made the Twenty-fifth Legislative District and has continued so to be. Mr. M. E. Randall was elected State Senator and this county being an odd numbered district drew the short term of two years for the senator. W. B. Allen and A. T. Cole were the first representatives in the First Legislative Assembly.

The early nineties were years of severe drought and many of the settlers became discouraged. Some sold their claims and left the country, but those who remained won a competence and saw better times. In the dry years a new weed spread over the country that proved troublesome. This was the Russian thistle a species of cactus. Ordinarily this is not a troublesome weed in a region with the moisture that this county has, but with a series of dry years it flourished. It not only took up space and moisture but would roll up in the wind in great windrows along the fence and wrapping a great roll around the wires would tangle them up and tumble over taking fencing. This thistle was so bad in many fields that farmers often had to put

leather leggins on the legs of their horses in order to cut the grain.

The winter of 1896-1897 was a severe one with several great blizzards. The people were better prepared to withstand the rigors of such storms than in 1888, but a little hardship was experienced by those who had to get out for groceries or to care for stock. An experience of one of the pioneers is somewhat typical. James Glenn had been running a big threshing rig in the neighborhood of Monango and on Thanksgiving day of 1896 he and Beriah Magoffin started from Monango to his farm in the Merricourt neighborhood and were caught on the road by the storm. They wandered for miles and finally got into a shack which had recently been abandoned. They had no food with them and had to stay there for three days and nights till the storm abated. Fortunately they found some chickens in the little barn at the place and roasted them over a little open fire which they made in an old pan on the floor of the shanty. They burned the partitions for fuel, but were so cold they did not dare both sleep at once so changed off. The horses were in the barn and there was plenty of hay so they were all right. After the storm they walked five miles across the snow to get home, leaving the team for the men to get later. The big storm had drifted over the roof of Mr. Glenn's barn while he was lost and had broken down the roof. The horses had been rescued by some neighbors and sheltered in the kitchen of the house. This Thanksgiving Day storm was the first of seven big blizzards. Buildings were drifted under and the roads were lost. The railroads were blocked and the mail delayed. The Great Northern train did not come into Ellendale for several months, and the Milwaukee had to stop its train soon after the holidays. The mail for Ellendale was brought up to Frederick in some overland conveyance and taken on horseback from there to Ellendale. Many towns were without mail for weeks at a time. By this time the people had built quite comfortable houses and with good crops the two preceding years were provided with food so there was little actual suffering by those who could remain near home.

When the Spanish War broke out in 1898 Dickey County had no military organization, but a few of the young men got into the service. The quota called to service from North Dakota was small and there were probably three times as many men wanting to enlist as the state was to furnish the Army. With this as an example of what might be happening and to be ready to take their part in such an event a company of militia was organized at Ellendale. This became a part of the National Guard of the State as Company M and was kept up until about 1907, when there being no immediate need for such an organization it was disbanded.

The opening of the Industrial School and School for Manual Training at Ellendale in 1899 brought the history of the county to a close for the period included in the old century.

CHAPTER VIII

THE STATE NORMAL AND INDUSTRIAL SCHOOL

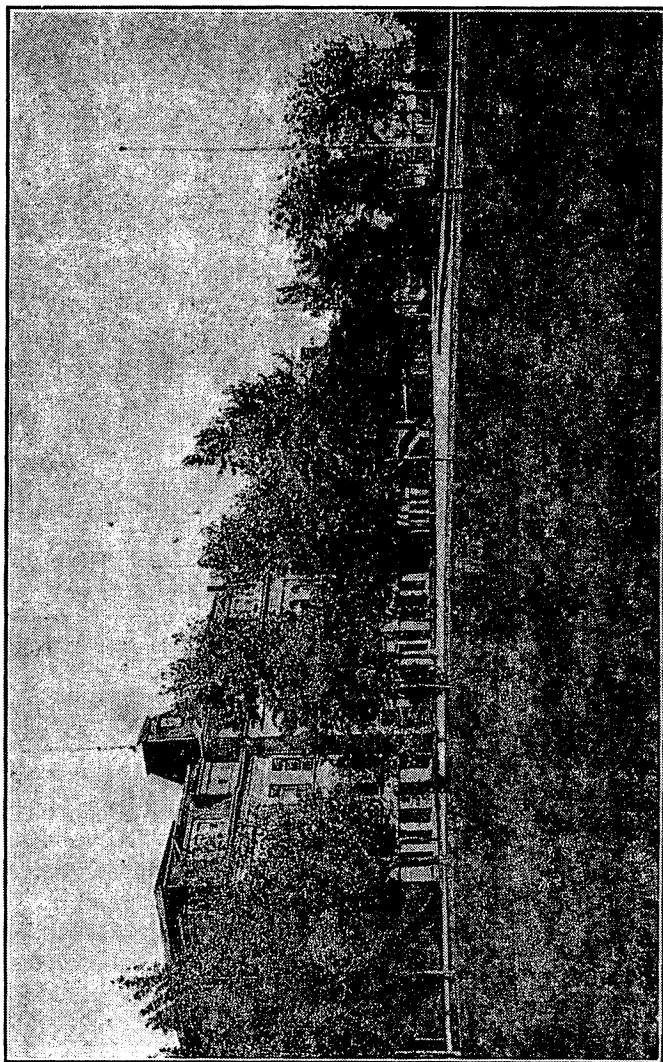
[The published bulletins of the School and an article in the "Snitcher" written by Ina Randall Graham have been drawn upon for this chapter.]

AN Industrial School and School for Manual Training was established at Ellendale by the Constitutional Convention of 1889, with a land grant of 40,000 acres of the public lands. In the Legislature of 1893 a law was passed authorizing the governor to appoint a board of three trustees for the school. This board consisting of J. W. Bishop, Ed. N. Leiby and Dr. M. F. Merchant, all of the city of Ellendale, was appointed, and one of its first duties was to accept a donated site and land for the new school.

In 1889, Ellendale was about seven years old—a treeless prairie town in the pioneer stage. Nevertheless, the citizens were eager to get the school started, and in 1893 they raised by subscription a fund of \$600.00 with which they purchased and donated to the school forty acres of land to be used as the site of the buildings. On looking up the best location for the buildings it was discovered that a better site could be obtained a little further north and nearer town, so the new Board purchased about two acres of land adjacent to the donated tract, paying for the new land in most part from their own pockets.

With this land secured the Legislature could be asked for an appropriation to erect a building. The law governing the organization of the school was changed in 1897, and a new Board of five members were appointed, consisting of J. W. Christian of Forman, T. H. Faus of Ludden, Dr. C. J. Sturgeon of Edgeley, T. W. Millham and B. R. Crabtree of Ellendale.

In the fall of 1898 ground was broken and a basement wall constructed, and in 1899 the first building was erected, now called the Home Economics Building. Fifteen Thousand Dollars was the first legislative appropriation and that was to cover the cost of the building, buy the equipment and pay all expenses including the teachers' salaries for the two years. It can be imagined how elastic that fifteen thousand dollars had to be to cover all these items. The dedication of the first building was in charge of the Masonic Order of Ellendale, Grand Master George H. Keyes of the State Lodge laying the corner stone. The principal address was given by J. H. Worst who at that time was President of the Agricultural College at Fargo. It is a matter of pride that when this school opened its doors in September, 1899, North Dakota had founded the only free manual training school in the



Main Building, Normal-Industrial School, Ellendale, N. D.

United States, and was the first and only one of the higher institutions of learning in North Dakota to open in its own building.

School opened under the supervision of Warren E. Hicks, its first president, with a faculty of three other members. A. E. Dunphy was the instructor in Manual Arts, Lillian E. Tingle in Household Arts and Ellen S. Anderson in Fine Arts. The enrollment the first day was forty, and the total for the year reached 160. A fourth teacher had to be added in 1900, and the first class was graduated in 1901, consisting of three young women;—Minnie Fait, Flora Millham and Ina Randall.

By this time the one building was inadequate for the large number of students and the variety of school work presented. Being unable to secure an appropriation from the Legislature, President Hicks, with the help of the Board, enlisted the services of Congressman Thomas F. Marshall and negotiated a loan of thirty-five thousand dollars from Andrew Carnegie, giving him notes or warrants, signed by officers of the Board and purporting to be secured by the land grant of forty thousand acres by which the school had been endowed by the constitution of the new state. With this money the second building known as Carnegie Hall was erected in 1902-03.

As this school was required to give instruction in Military Science the Legislature of 1905 made an appropriation for the erection of an Armory. This necessitated the remodeling of the heating plant, so a power house, just large enough to house such a plant was constructed. This was later enlarged to provide for a machine shop and in 1911 was further rebuilt to make the large two-story building and power house known as the Mechanic Arts Building. To afford better opportunities in mechanic arts a foundry for iron and brass work was built in 1911. At the time of the remodeling of the power plant an electric unit was installed which has furnished current for lighting and power for the school.

The attendance at the school was increasing rapidly. Dormitory accommodations were provided for the girls on the upper floors of Carnegie Hall, with a dining room in the basement. These accommodations were not adequate, so in 1907 more land at the head of Main Street was purchased and a beautiful building was built and christened Dacotah Hall. Besides the regular dormitory rooms for the girls it contains a spacious and beautifully furnished parlor, reception rooms, apartments for the matron and Dean of Women, a special room for many of the school societies and the dining room and equipment for the school boarding department.

To meet the demand for teachers of the industrial subjects normal training was added to the curriculum of the school and definite plans in this field were made in 1903. The Legislature of 1907 attempted to define the purpose and field of the different state schools. With this in view the name of the school at Ellendale was changed from the Industrial School and School for Manual Training to that of the State Normal and Industrial School and its purpose widened to include the training of teachers for the

public schools. Under the recodification of the school laws in 1911, the double purpose of the school was recognized, and the survey of 1916 recommended that the school train teachers for the public schools and continue to function in the industrial subjects.

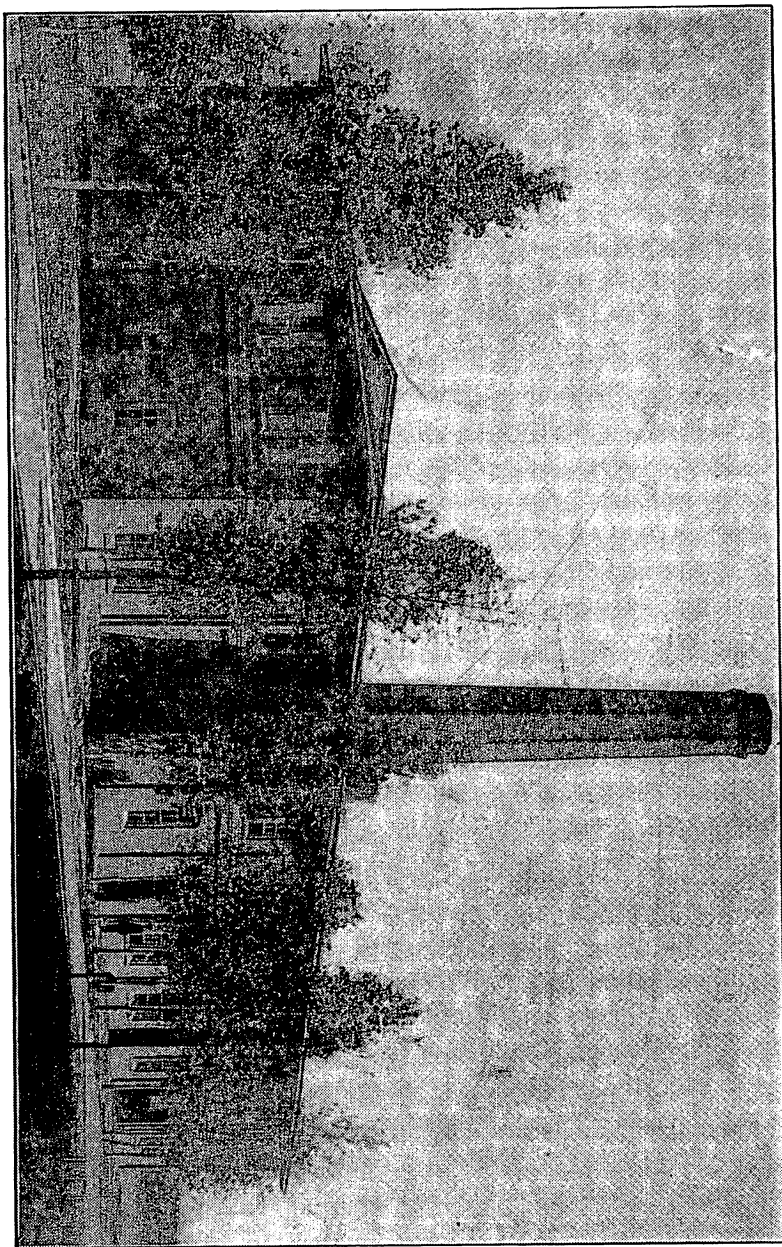
In 1917 a Demonstration Rural School was erected on the campus. For two years this served as a school for the pupils of the eastern half of Ellendale township, and then was used for several months in the early summer and in the fall for a public kindergarten, proving most successful. The State Normal and Industrial School entered into an arrangement with the Ellendale City Schools—one of the best in the state—and the cadet teachers of the Normal Department do practice work in the grades and junior high school.

The school continued under the administration of a board of five trustees until July, 1915, at which time the newly created State Board of Regents took over the management of this school with the others of the state until July, 1919, when all the higher institutions of learning passed into the control of the State Board of Administration.

The first president of the school was Warren E. Hicks, who served in that relation until 1905, at which time Wm. M. Kern from Nebraska entered upon the presidency and served six years, or until 1911. For the school year of 1911-1912 Mr. A. E. Dunphy, the head of the Mechanics Arts Department, served as acting president. Mr. A. S. Kingsford, from the Moorhead Normal, was president for the school year of 1912-1913. He was followed by Mr. W. E. Johnson from the Aberdeen Normal, who served one year and was called back to Aberdeen, at which time Mr. R. M. Black from the State School of Science was called to the presidency, a position which he is still holding (1929).

Beginning with the original faculty of three there have been a number of excellent instructors added until the number has reached twenty-two on the campus staff and nine in the practice school. The tendency has been to ward long service and consequently an excellent school spirit as well as high efficiency in instruction and attainment has been built up. The courses offered and the diplomas awarded show that the scope of the school is exceptionally broad and practical. An expression of the purpose of the school might be;—How to operate and repair farm machinery, how to construct buildings properly, how to maintain the fertility of the soil, how to eliminate disease, how to safeguard health by preparing wholesome food, how to manage a home efficiently and economically, how to train the hands as well as the head, and how to teach the most efficient school. It has been a school that has taught things, a teaching that equips a person for life.

Founded as a school for the people it has been a living symbol of democracy. It excludes no one. Its courses are so varied that while some require high school training for admittance, there are others open to the eighth grade student, who in addition to academic training may wish to



Trades Building, Normal-Industrial School

take a course in carpentry, blacksmithing, agriculture, home economics, music, painting, drawing or in some phase of business or industrial work for which a special aptitude or ability is shown. The alumni now number about nine hundred, a group of people who have had excellent success in their life work so far, and exemplify the training received at this practical school. This does not include the many others who have been inspired and helped by the school but did not have the privilege of completing for the diploma. The attendance has averaged about three hundred in recent years, a number not so large but that a personal acquaintance can be maintained between teachers and pupils, a condition that fosters the human side of education. Since 1921 the summer session has been one of twelve weeks, making the fourth quarter for the year and in this way affording opportunity for many young people who have to make their own way by teaching through the school year.

In 1920 the school became a member of the American Association of Teachers Colleges, in this way becoming one of the teacher training schools of the nation. In 1926 the school was inspected by a representative of the North Central Association of Colleges and Secondary Schools and was approved and admitted to membership in this standard classifying agency. In 1928 it was given rating of Class A by the American Association upon inspection by one of its officers.

The Legislature of 1925 passed a law authorizing the State Board of Administration to extend the curricula of the school to four years and grant its graduates the Bachelor of Science degree in Industrial Education. Approval of the Board was given in 1926 and on June 9, 1927 the first degree class was graduated, consisting of Hugh L. Demmer, Frances M. Haskins, Clifford L. Herness, Ethel A. Lindeman, Burdette McKinney, and Helen Hazel Meachen. Since then twenty others have received the degree in 1927 and 1928.

With its record in the World War and the large number of its graduates in this and other states the school is keeping faith with the vision of its founders and is one of the important factors in education not only in Dickey County but in North Dakota.

CHAPTER IX

LATER EVENTS AND SOME POLITICAL COMMENT

[The sources for this chapter are found in some of the published state documents, from interviews with some participants in the events related, and especially from the memory and notebook of Mr. Ira Barnes.]

IN the first twelve years of statehood North Dakota was represented in the Lower House of Congress by a single Representative, and for the first Congress of the new century Dickey County had the honor of furnishing this representative in the person of Honorable Thomas Frank Marshall of Oakes, the government surveyor for much of this region, and a man who had taken a prominent part in the county affairs. In 1900 Mr. Marshall was elected to Congress, and when in 1902 the state was given two representatives he was returned as one with Mr. B. F. Spaulding as his colleague. From 1904 to 1908 Mr. Marshall served with Mr. A. J. Gronna as the other representative. In 1908 he was a candidate for the United States Senate but through a combination of circumstances his majority in the Primary election in June did not win him the election in November as the choice of the people, so he never served in the upper house of Congress.

Among his many services of public nature an outstanding instance is his securing the Carnegie Loan for the construction of the administration building at the State School at Ellendale. This school was badly cramped for room in its one building which served as shop, laboratories and all class rooms, for it had a rapidly growing enrollment, and there were no funds available with which to build. President Hicks of the school took up the matter of a loan through Congressman Marshall, and as the Congressman was quite well acquainted with Mr. Andrew Carnegie, he and Mr. Hicks put the matter before Mr. Carnegie and asked for a loan. The entire circumstances were explained to Mr. Carnegie including the uncertain legal aspects as well as the needs of the boys and girls who were seeking the practical type of education given by the school. The great capitalist was not in the loaning business although he had given many libraries to towns on certain conditions, but he evidently decided to break his practice and make the loan as his friend requested. \$35,000.00 was secured by this loan, for seven five-thousand-dollar bonds running for twenty years at four per cent. With this money the administration building at the school was constructed and christened Carnegie Hall, although Marshall Hall would have been much more appropriate.

The Empire Builder did not confine his activities in the transportation business to railroads alone. Mr. Hill saw great possibilities in the Oriental

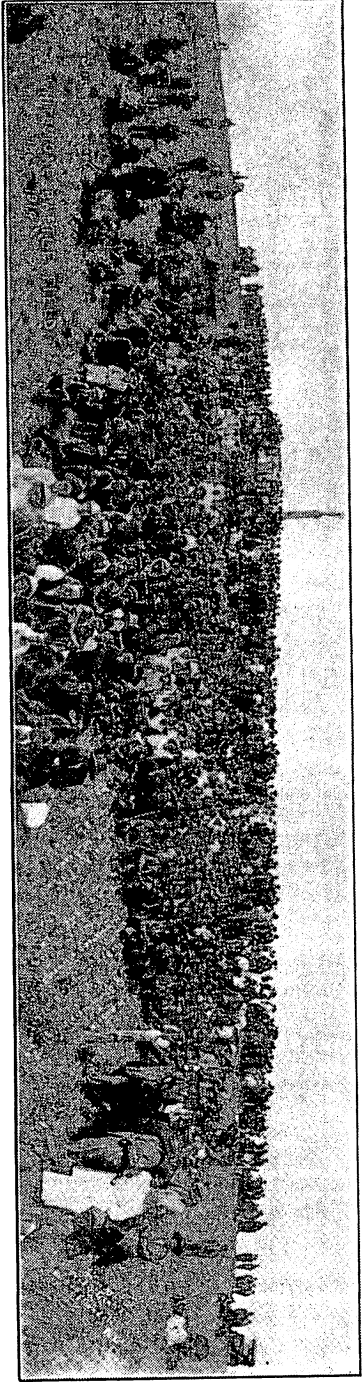
trade and great advantage to his railroad to have a fleet of great ocean freighters to ply from Seattle to the Orient. He built two great freighters and named them the "Minnesota" and the "North Dakota". For the christening of these boats he chose a young woman from the state from whom the boat was named. For the North Dakota girl he chose Miss Mary Belle Flemington of Ellendale, the daughter of one of the pioneers of the new state and a native by birth. The christening took place at the ship yards in New York and Miss Flemington was given every attention to make her trip a pleasant one. It was a great experience for a girl raised in a little village on a Dakota prairie to be taken to a fairy land of sky-scrapers and wonders of the greatest metropolis. Her genuine interest and western directness won her esteem and deference, and the ceremony was duly and well performed in the presence of a great assembly of interested people. The ship served some years in the oriental trade but met a disastrous fate on the rocks of the Asiatic coast.

Within the twenty years of the agreement of Mr. Hill with the Milwaukee not to build west of that line, the Soo had put its line across the county from east to west and a line to Ashley and Pollock farther west. However, Mr. Hill had not forgotten his impression from his experience and surveys in the hills of the Shimmin neighborhood, so in 1905 the Great Northern was extended west from Ellendale fourteen miles and the new town of Forbes was located as its terminal. Another shipping place was located at Pehl's Spur five miles out of Ellendale, on Section 18-129-63.

Before the Great Northern extension to Forbes the Northern Pacific had built its Wadena-Milnor line into Oakes from the east. On this line the flag stop of Janet was located in Dickey county. These extensions completed the building of railroads in the county and the history of twenty-five years of railroad building since the first grading was done on the line through Ellendale.

The battlefield of Whitestone Hills was forgotten for twenty years or more. Then one day a settler out in that neighborhood came in with a load of bones to sell, among which he had found some that looked to him like human bones. This led to investigation and upon inquiry from the War Department it was decided that the old battle field had been located. Several interested parties visited the place of the finding of these human bones. Several articles of the soldiers' accoutrements were found and the place identified beyond a doubt. Some of the pioneers thought the place ought to be marked and fitting tribute paid to those who were killed there. Notice of these findings was brought to the attention of the Governor of North Dakota who asked a commission to make further investigation. Through the National Tribune this commission was able to find some of the survivors of the fight. Later two of the surviving members of the troops who took part in the fight visited the field and helped locate the position of the troops and the burial places of the dead.

Dedication of Whitestone Battlefield Memorial, October, 1909



Congressman Marshall presented a bill to grant the battlefield to the State of North Dakota as a memorial park. This bill passed and the four quarter sections which include the battlefield and the burial places of the dead were given for a park. In order to secure funds to improve the park another bill was passed authorizing the sale of some of the land, and all but sixty-eight acres was sold for this purpose. The legislature authorized the Governor to appoint a commission, and Theodore Northrop, E. R. Kennedy and H. F. Eaton were appointed by Governor Sarles as that commission. Through their efforts a granite monument was erected on the high hill by the "whitestone", surmounted by the statue of a bugler facing the burial mounds of the dead soldiers, sounding taps for his comrades. The remains of the soldiers were brought up to the hill around the monument, and the monument was dedicated in October 1909. This dedication drew a large assemblage of people, including two of the surviving soldiers and some Indian chiefs. Speeches were made by Governor Burke of North Dakota and Governor Carroll of Iowa, by Hon. Thomas F. Marshall, E. R. Kennedy and some of the Indian Chiefs.

In a thunder storm in July 1922 the monument was struck by lightning and the figure of the bugler thrown off and broken. The Legislature of 1923 appropriated \$500.00 to have it repaired and made it an emergency measure. Governor Nestos appointed State Senator T. J. Kelsh, Mrs. Mary Fleming-ton Strand and W. E. Dickinson as a commission to have the monument repaired. The repairs were made and plans were laid for a celebration of the restored monument but weather conditions did not permit this celebration to be held. By a bill introduced by Senator Kelsh in this same legislative assembly the care and custody of the park was vested in the State Historical Society of North Dakota as trustee for the State.

The old Court House built in the early days became inadequate for the offices and business of a large county. A wing for vault room had been built on and several extensive repairs had been made, but by 1910 it had become evident that a new building was necessary. At this time there were other ambitious towns in the county and while the location of the county seat was not up for a vote, a number of the people of other parts of the county were not in favor of a bond issue and quite a strenuous campaign was necessary to get the bonds for building. The vote carried and in 1911 and 1912 a beautiful structure on a plan which has been adopted by some eighteen counties in North Dakota was erected on a new site in the north part of the city. In 1915 the county commissioners succeeded in clearing the block of the last dwelling house and the county now has one of the prettiest court-houses and grounds to be found in the state. The finding of a good well of water in the building and means for using it under pressure has enabled the caretaker to make the grounds a beauty spot.

The county was supposed to have passed out of the time of any great variety of wild animals, but in 1913 a moose was captured alive in Van

Meter township. Mr. Harry E. Miller, mayor of Ellendale, found a young cow moose out south of Silverleaf. He ran it down to the Maple River west of the Wilson place where it was caught with ropes by the help of some men summoned for the purpose. It was brought to Ellendale in a butcher's crate and was kept in the Townsend livery barn. As this was not thought a good place to keep her a high fence was built about a yard at the barn a block west of the hard-water well and she was given the run of the premises. She was fed on twigs and hay and seemed quite willing to be seen except that she was not friendly to children. She was finally given to the park board of Little Falls, Minnesota, and was shipped there by train, where she lived a few years as a part of their zoo.

About 1913 some of the enterprising farmers of the county had concluded that it would be very much worth while to have a county agent. The Better Farming association had awakened many people of the state to the possibilities of diversified farming, so wishing to have the benefit of the best knowledge and help, a petition was presented to the county commissioners and proper steps taken to secure a county agent. The county was fortunate in the man sent them, as W. B. Richards from the Agricultural College was the man chosen, probably the man with the best training and best judgment on live-stock that the state has ever had in the work of the county agent. Mr. Richards served the county for several years, and with J. C. Hoke, also a former instructor at the Agricultural College, as manager of the Baldwin Farms, Dickey county received an excellent start in high class live-stock and was for a few years the banner county for the production of hogs.

In 1914 a thorough soil survey of Dickey county was made by the U. S. Department of Agriculture with the North Dakota Experiment Station co-operating. The department contributed the services of three men and the Experiment Station five men for this work. A complete survey of every quarter section of land was made, specimens of the soil were sent in for analysis at the chemical laboratory and the adaptibility of the land to different farm crops was studied. The soils were classified in ten series, including twenty-eight different types. The results of this survey were published as Bulletin No. 121 of the North Dakota Agricultural Experiment Station, and a soil map of the county showing the different kinds of soils in color was included, the map drawn to a scale of one inch to the mile, so that the characteristics of every quarter section can be readily learned.

When the World War broke out in Europe on August 1, 1914, the people of Dickey County were somewhat uncertain as to what this event might mean to this country and especially to people so far away from the seat of trouble, but when the true character of the war became known the sentiment of the people crystalized into a determination to back the Government to the utmost. The story of the great work done and the services freely devoted to winning the war is told in another chapter. The county made a

priceless contribution to the war and has suffered severely from the deflation that followed in the days of reconstruction.

The hard times that seem to be the lot of the people has not kept them from progressing in education and the construction of good roads. The schools of the county were never so well attended nor so well taught. Improvement all along the line is the order of the times. In road building three state highways have been established across the county. Number 1 continues a similar road at the state line one mile west of the range line of fifty-nine and sixty, running north five miles and east three miles through Ludden, then directly across the county through the city of Oakes to the LaMoure county line. This highway is graveled except the first five miles. State Highway No. 4 crosses the county directly north and south one mile west of the range line between ranges sixty-two and sixty-three, passing through Ellendale on its way from Sioux City, Iowa, to Jamestown and on to Brandon, Manitoba. It is graveled across the county and for nearly all its length. Highway No. 11 comes into the county directly east of Oakes, joins Number 1 in Oakes and follows it through Ludden and continues west to Ellendale, then through the hills to McIntosh county and on to meet Federal Highway 83 at Hull in Emmons county. This highway is graveled from the east to Ellendale and will soon be graveled farther west. A county road west of Oakes, one from No. 11 through Fullerton, one from Forbes through Merricourt with a branch into the hills and to Kulm, and one from No. 4 through Monango to the Merricourt road, with some other shorter lines constitute a network of better roads for the people of the county.

The Political History of Dickey County is a matter of which everyone can be proud, owing largely to the high grade of intelligence of the voters. From the beginning in 1882 to the present there has never been a case of incompetence or delinquency among the officers who were chosen to positions of trust in county or school affairs. Our county representatives in the Constitutional Convention were very able men, and our county commissioners and other county officers have shown rare judgment and ability. Our representatives in the Legislature have ranked with the best in the state, and our school Superintendents have upheld the standards of education so that we rank second to none in educational matters.

Like all communities among the Northwestern states the majority of the voters are of liberal Republican leaning, although the Democratic Party was always watchful and well organized, and political contests were always waged right up to the time of election day and were never decided until the votes were all counted. No county in the state has had cleaner politics, with a tendency to reckon efficiency above party affiliations. The people of the county have had the advantages of being on the main line of travel, so that many able statesmen and speakers have addressed the voters on questions of public interest, among the visitors of world-wide fame have been President Roosevelt, President Taft, William Jennings Bryan, Governor

Hanna and other governors, and many of other rank.

The mode of political procedure in the selection of county officers was by the township caucus and county convention system. Each town would hold a meeting and select delegates to the county convention, and the county meeting would choose their candidates to be voted upon for the county offices at the ensuing election. The candidates then began a canvass for support, which was carried on in a most thorough manner and into every precinct and neighborhood.

This was really a good thing, for the voters were mostly strangers to each other, having recently moved from the more distant states or from Canada, and it gave people a chance to see and talk with their different candidates. All this added to the expense of the campaign, as "treating" of the voters was allowed. The campaign was conducted by horses and spring wagon as a means of travel, and it was a rapidly moving candidate who could do more than a township in a day. The people liked to see a campaign year come, as it changed the monotony of farm life and gave them something to talk about. Many amusing things happened during these early campaigns. "Elder" Memory, who lived near Fullerton, disapproved of the practice and said that if any candidate came to see him he would not vote for him, but would vote for his opponent, providing that the other man kept away, but if both came he would leave that place on his ticket blank. One time when he came to the polls he could vote for only one man, and that a much detested Democrat who had thought he stood no chance for election and had stayed at home.

Sometimes a candidate having the gift of public speaking carried on what was called a "school house campaign", notably Hon. J. W. Stevens and Benj. Porter. These meetings were held in the evenings at the several school houses over the county, and were well attended. Candidates were not limited by law as to campaign expenses and often contributed heavily to the party funds, which money was used for hiring bands, printing and postage, expenses of public speakers and other legitimate expenses. Our political contests were conducted on lines of party principle, and votes were solicited on the grounds of personal friendship, but the voters were above the corruption that has been the scandal and disgrace of so many older settled communities.

The Populist Movement in the 90's gained much headway in the county owing to the unsettled conditions and unsatisfactory regulations governing commerce and industry, but as remedial legislation was passed at Washington and Bismarck the movement had no further reason for existence, and people lined up again with the old national parties. The movement was really a crusade for righting conditions and was in no sense a revolution.

The Dickey County members of the Constitutional Convention led the fight against the Louisiana Lottery, especially Dr. L. D. Bartlett, and also allied themselves with the temperance people on the side of prohibition. At the first state election, when the question of the state constitution

was voted on and the prohibition clause was to be voted on separately, the Republican County Executive Committee headed by Hon. A. T. Cole and Hon. George Rose had their tickets printed with only "For Prohibition," so that all who voted a straight Republican ticket endorsed Section 217 of Article 20. The vote on this question in the county was: For Prohibition, 966 votes; Against Prohibition, 537 votes.

CHAPTER X

THE CITY OF ELLENDALE

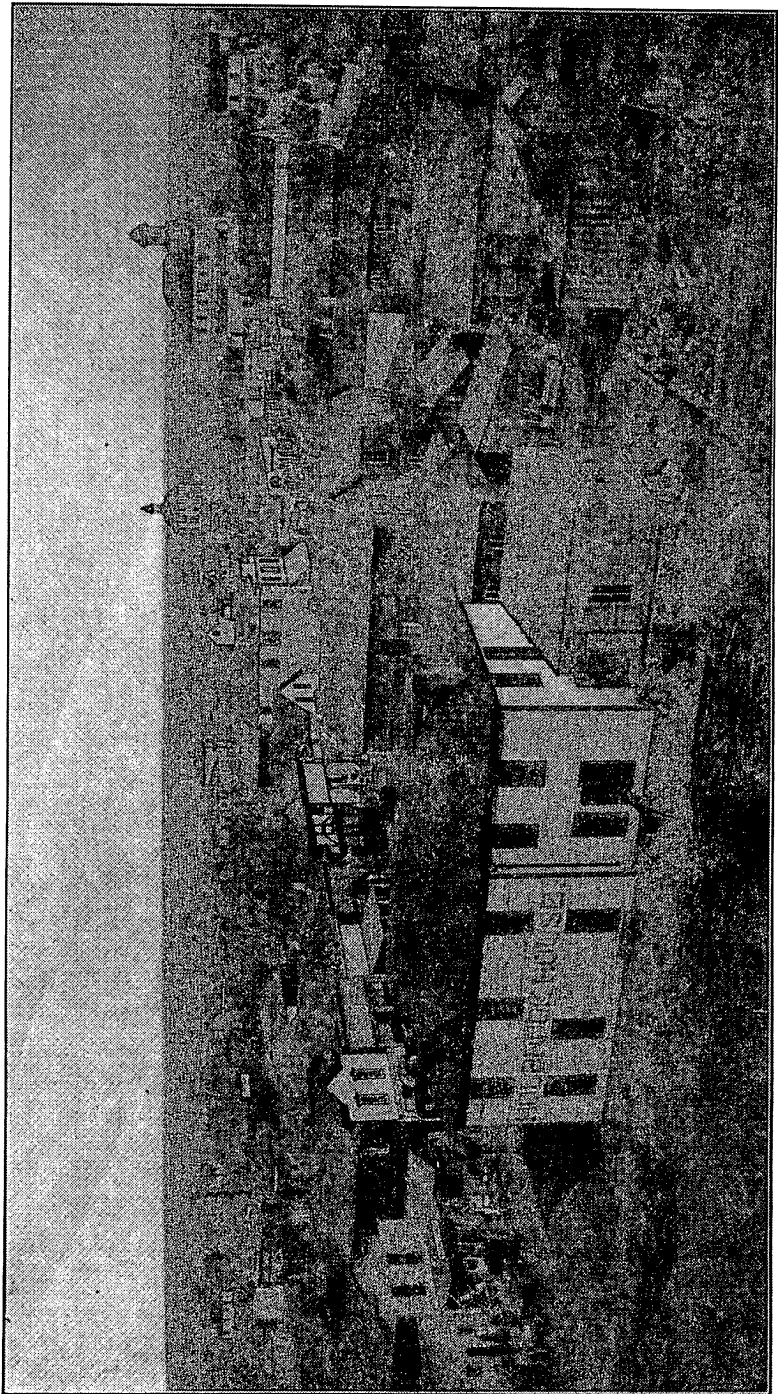
[The authorities for this chapter are the stories of its pioneers, accounts in the early newspapers and personal interviews with its early settlers.]

THE reason for the location of a new town is not always easy to find. The vaguely geographical point known as "the end of the rails" may determine its location. Somebody's notion, or some shrewd bargaining may determine the spot where a town is to grow. Sometimes a town brings the "rails", but in this newer part of the country the railroad frequently comes first.

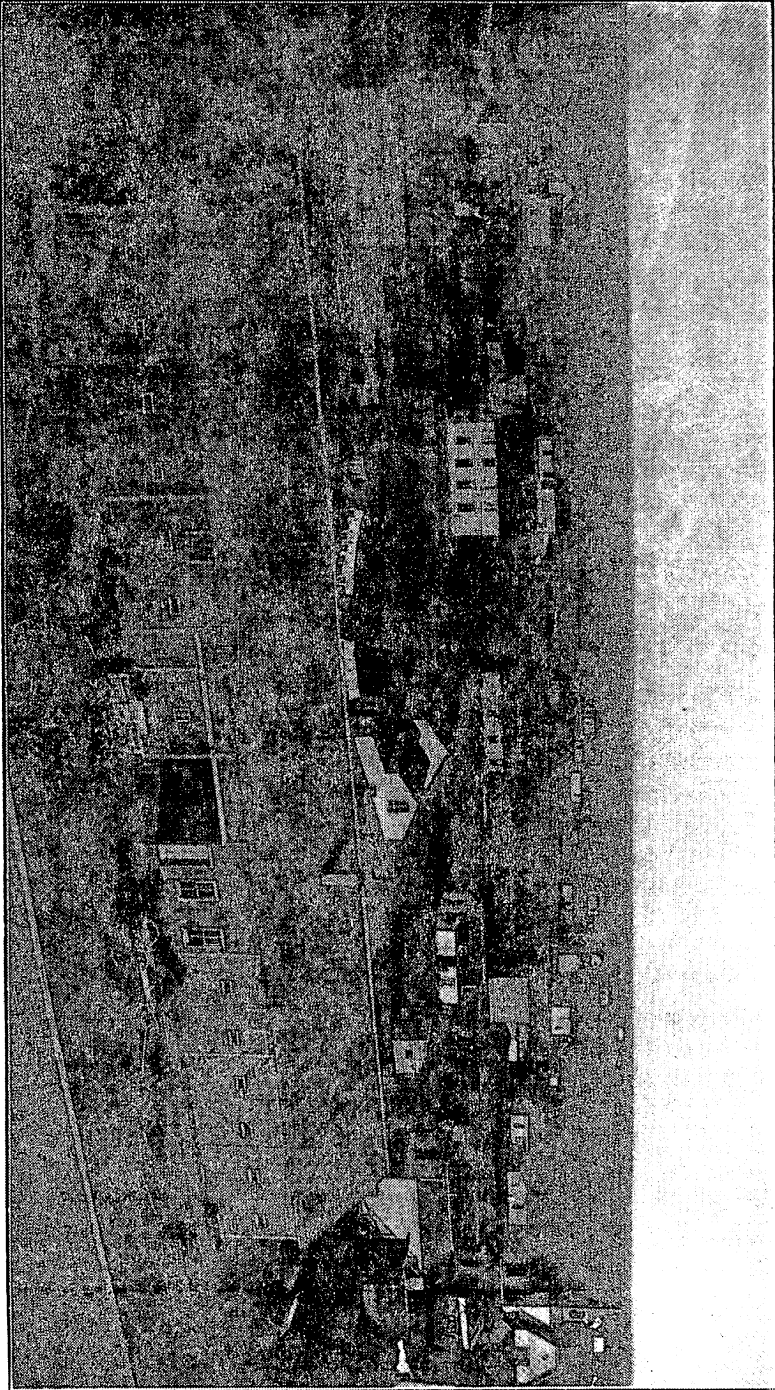
The North Western Line was headed up the James River Valley, but the Milwaukee was grading west, and on July 4, 1881, laid its rails to the place which afterwards became the city of Aberdeen. It had been determined to run a line from this place northward towards Jamestown and the construction was well under way. Somebody, known perhaps in the records of the railroad, had scouted out the course and had been followed by the surveying party. These in turn were followed by the graders and track layers. W. H. Ellis, then a boy of only sixteen, had been employed by the track layers on the line into Aberdeen as a waterboy, and in the following year was serving in that capacity when the track was ironed to a point three miles north of Ellendale in the fall of 1881. Mr. John Nelson, who afterwards located in Hudson township and later bought the old relay station on Bear Creek, was probably the first citizen of the county to work within its boundaries, as he was a member of the grading crew in 1881 which built the grade from Frederick into the present county. Several people came up over this line to look over the new country in the fall of 1881, although regular train service was not run north of Frederick until 1882.

It was thought that a town would be located at the end of the track, and a Mrs. Mary Bishop came over from Mapleton and made homestead entry on the southeast quarter of Section 26-130-63. Early in March of 1882 people began to flock in and settle near the end of the track in great numbers. A Mr. J. S. Lanney opened a lumber yard, Bill Matthews operated a tent saloon, and Mrs. Bishop started a hotel. But Mrs. Bishop was unable to get a townsite located there, or perhaps was not skillful in dealing with the townsite locators of the Milwaukee.

Mr. C. H. Pryor of the townsite company, through George Kline the surveyor, had an arrangement with some members of the surveying crew that they should secure four claims for themselves on condition that Mr.



Ellendale in 1895



Ellendale in 1885

Kline should have four forty acre tracts for a townsite. With this understanding E. J. Hermans, F. M. Dann, Herbert Wells and A. S. Jackson squatted on the four corners where the quarters met,—the east quarters of Section 11 and the west quarters of Section 12, and put up their claim shanties of sod construction as nearly as they could locate the four claims from the railroad survey, and spent the winter of 1881—1882 around what afterwards came to be known as the "Center of Ellendale." This was very nearly at the junction point of the two state highways, No. 4 and No. 11. The men spent most of their time at the shack on the west side of the railroad track, and may be considered the earliest pioneers of the new town.

Early in 1882 the townsite was platted, the survey bearing the date of May 8, 1882, and the plat was filed in the Register's office on August 22, 1882, in the names of Charles H. and Delia Pryor. The original townsite consisted of twelve blocks besides a strip along the railroad west of what is now Railroad Avenue. It extended west to Third Avenue, and from First Street on the south to include Second, Main and Third Streets to Fourth Street on the north. Main Street eighty feet wide ran east and west, with twenty-five foot lots along it, the lots on other streets being fifty feet wide. A sale of lots was held for the people who were pouring in in large numbers, and within forty-eight hours every lot on Main Street for two blocks was sold. The demand for lots was so great that the First Addition was surveyed on November 16, 1882, and the plat was filed by the Pryors on November 21, 1882. This addition was made to include the south side of First Street and two blocks east of the original townsite to Fifth Avenue and two blocks north to Sixth Street. The new town was named for Ellen Merrill, the wife of S. S. Merrill, the General Manager of the Chicago, Milwaukee & St. Paul Railroad.

The first train load of immigrants with their household goods and materials for building, arriving late in April, was taken to the end of the rails and remained there until in early May it was backed down to the new site. Judge Ellis says, "The first woman settler in Ellendale was a Mrs. Bishop. The first store was opened by Clinton McNeil. The first saloon of the dozen or more that soon followed was owned and operated by Matthews and Demming. The first hotel built by Mrs. Bishop was called the White House. The first building contractor was W. A. Scott. The first postmaster was W. A. Finch, and the first church service was held by Rev. Brown in the newly completed Demming and Mathews saloon. The first lawyer to locate in Ellendale was Mr. Perry from Wisconsin, a venerable, gifted and brilliant lawyer. The first hardware store was built and operated by Frank Dugar. During this spring of 1882, I owned and operated a large tent hotel both at the end of the track and later in Ellendale. The first station agent was Mr. Frank Jarabak, with Ed. N. Leiby as assistant, and the first bank was operated by William H. Becker. For the most part the early settlers lived in very cheaply constructed frame buildings, tents and sod houses.'

Tents afforded the most quickly obtained means of shelter and at first boarding houses and hotels were kept in tents. The demand for shelter was so strong that before the roof was on Mrs. Bishop's hotel the house was full of roomers. Mr. S. B. Meacham came on the first train and was clerk for Mrs. Bishop at the Central House for a time. He built a building on the south side of Main Street and his family came in August of that year. Mrs. Meacham taught the first school in Ellendale as described in another chapter. The town was very crowded and after the school closed on December 15, the Meachams kept a restaurant and also had a place for lodgers up-stairs. They had brought only two bedsteads so they put hay ticks on the floor as thick as they could lie and rented them for fifty cents a night. In a pinch they added more of these beds between the tables down stairs, piling the extra ticks into the back room in the morning. This building is still standing and is again used as a restaurant by B. W. Higgins.

The railroad built the first wooden building, a small shanty in which to house the telegraph instruments and later a depot which served for thirty years. Randall's store and the Holbrook Hotel were among the first buildings to be erected. Some of the incoming settlers spoke of the town as a mud-hole. The sidewalks were just thin boards laid down end to end, one board wide, and they had the habit of turning up at the ends to catch the feet of pedestrians walking behind any one, and in wet weather of giving the passerby a splash of muddy water. But the town built up rapidly, so that more room was needed. On April 3, 1883, A. L. DeCoster, Alex. D. Flemington and Herbert Wells had a tract of land adjoining the city surveyed and on May 12, of that year filed the plat of the DeCoster, Flemington & Wells Addition. This added a strip of land on the south and east, and on June 9, 1883, George W. Burchard for the company filed the plat of the Ellendale Land Company's Addition to the City of Ellendale. This added at large tract in the northeastern part of town extending well over to the north section line. Judd's Addition, a tract north of the Great Northern track and west of the Sunshine Highway, was platted and the plat filed by J. M. Judd on April 26, 1907, and some other outlying tracts have been added to the city.

This was the first town on a railroad in this entire region and so it became a great distributing point for settler's supplies, and especially for lumber and groceries. The railroad had ties, piling and timber for its own use piled along the right-of-way to the north, and before it took up the rails in 1883 it hauled many cars of settlers' goods up to the end of the track. Soon there was grain to ship out and many cars of buffalo bones were loaded at Ellendale. At one time in these early days there was a great pile of bones along the track north of where the coal house now stands that was higher than the top of a freight car, awaiting shipment to the sugar factories back east.

There were many people coming in to locate on claims and many who

located in town. It was quite the custom for everybody to take a claim even though they had a business in the town. Mr. Ellis was employed to take the census of Ellendale in 1883 and he says, "My old notes show a population of 1300 people. I hope the notes reflect the actual facts". His notes probably included many people who were transients, perhaps half that number would be more nearly the census of actual residents.

On the organization of the county Ellendale was designated the county-seat. The permanent location of the county-seat was submitted to vote and an exciting contest with Keystone resulted in Ellendale's winning with 162 votes to 62 votes for Keystone. This meant a court-house, and in 1883 a very good structure was built at the corner of Main Street and Third Avenue. This building had an appropriate tower on the Main Street end, but a wind-storm blew down the tower and the building was put back into condition without it. This court-house served the county, with some remodeling, until 1912.

The City Hall was located across Third Avenue from the Court-House and a fire department with good apparatus was organized and the fire company was furnished with uniforms. A photograph of the fire brigade of



Ellendale's First Fire Department. Left to right—Capt. J. R. Lacey, Bert Horton, Robert Walker, G. Somerton, J. Mangold, Henry Rusco, Charles Misfeldt.

that time shows J. R. Lacey as Captain, Bert Horton, Win Lewis, Robert Walker, G. Somerton, J. M. Mangold, Henry Rusco, and Charles Misfeldt as members of the company.

With so many people arriving the hotel and livery business flourished. When Mrs. Bishop saw that the town was to be located three miles south of her she came into town and built a first class hotel on the corner of Main

Street and First Avenue, a site that has always had a hotel since that time. She named her hotel the Central House, but it was renamed the White House by Mr. George White, a brother of Ex-Governor White, who ran the hotel until June of 1883. Later this hotel was managed by Ed. N. Leiby and Harvey Rood from June 1884 to June 1885. The old building was moved up to the corner of Third Street and Fifth Avenue and was used as a three family dwelling house, the Webb Flats, then a store and dwelling house by Mr. E. C. Fuller, and was torn down for its lumber and to make room for a new store in 1928-1929. The Holbrook House had been built on the corner of Railroad Avenue and Main Street, where the Farmers National Bank later built a brick banking house. A third hotel was built on the corner of First Avenue and Second Street, known as the Anderson House from its builder, and when first erected it reached to Second Street, but a fire burned off the south end which was never rebuilt. The building was purchased by Martin & Strane an addition was built on the north end and the hotel was known as the Garfield House. It is now a rooming house, known for a time as the Commercial Hotel.

Martin & Strane also had a livery barn at the corner of Railroad Avenue and Second Street and did a large business. They had the mail route and stage line to Grand Rapids and later through Yorktown to LaMoure. Martin was a horse dealer. Martin, Strane & Walker had a general store on the corner across Second Street to the south and also sold farm machinery diagonally across Railroad Avenue from their livery. Their livery barn was burned, but another one was built on the same site which met a similar fate a little later, and the third large barn was built on that location and was used as a feed barn until it was burned in 1927. Another livery barn was operated by Harvey L. Rood farther north on Railroad Avenue, at the corner of Third Street. At a later time the Applequist livery barn was built on First Avenue across from the hotel and further north.

In those early days Dakota Territory was not "dry" and a number of saloons flourished in Ellendale. W. H. Leffingwell tells of building a saloon building at the corner of Main Street and First Avenue, where the First National Bank was located. This building was afterwards used for a grocery store by the Blumer Brothers and is still standing one block south of its original location, and is used as a filling station and chick hatchery.

August Peterson had a blacksmith shop on Third Avenue where a part of the lumber yard is now located. He was building a house to the east of his shop when the big tornado of 1884 struck and blew it down. One of the girls, now Mrs. W. R. Bishop, was ill in bed, in the shanty at the time, and received a thorough drenching from the rain that followed the wind.

In April, 1883, Mrs. VanValkenburg asked Miss Eliza Taylor, (Mrs. Herbert) to write to Reverend Mr. Haire of Sioux Falls, telling him of the new settlement and asking that a minister be sent to this place. So Rev. Hartsough came and held services in the new Milwaukee depot. Rev.

Hartsough at that time read and sang the popular hymn, "I Hear Thy Welcome Voice," which he had just composed and set to music. At the time of these services there were many families living in tents and shanties along the railroad track waiting until weather and roads permitted them to move out to the claims they had selected, among these being Wm. Taylor, and Walter and Richard Webb. These services at the depot were the beginning of the Methodist Church in Ellendale.

The Presbyterian people had organized a society and built the building at the corner of Third Avenue and Fourth Street. This building was badly damaged by the wind-storm of 1884, but was rebuilt and served for many years. Other denominations were represented in the city but many of them did not have their church buildings for several years.

The Baptist Society was organized in 1884 in the hall over Bjornstad's old store, where services were held until 1885, when a small church was built. This was replaced by a neat and substantial building in 1888, which was located on the present site but was burned in the great fire of 1916. Mr. H. H. Sperry was appointed clerk at the first organization and continued as such for twenty-two years. He was succeeded by Mrs. Blanche Higgs who served as clerk until 1910, when she was succeeded by Miss Winifred Tousley. The first minister was the Rev. Mr. VanWinkle who organized the church. He was followed by Rev. A. H. Carmen, who was instrumental in building the church which was burned. At the time of the big fire in 1916 all the records of the church were lost. From this fire the Church rebuilt and now occupy a fine pressed-brick church on the old site on Second Street, and the pastor (1929) is Rev. O. H. Hallgrimson, a scholarly and talented young man.

The first person to die in Ellendale and to be buried in its cemetery was Henry Sutton, who came up to this country to regain his health but was too weak to stand pioneer life. He was buried and a headstone was erected to mark his last resting place. The expenses were paid by a few of the generous, big-hearted first settlers, under the leadership of Judge Becker. A pioneer says, "We never knew whose boy he was." The epitaph contains his name, the date of his birth, March 25, 1859, and his death, May 14, 1882; and the two lines; "A stranger in a strange land, far from his native home," and, "May he rest in peace." He was only twenty-three years old, but looked much younger, and he had the sympathy of the whole community.

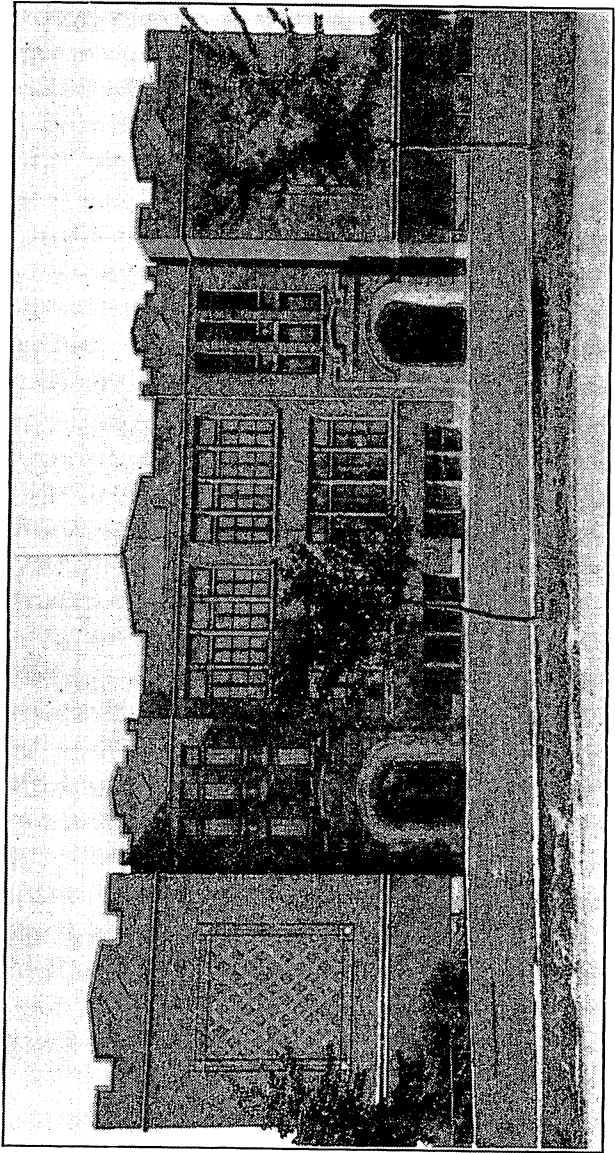
No cemetery had been established at the time of Henry Sutton's death, so he was buried on the lot on which the old city hall was erected, but this not seeming satisfactory for a burying place he was removed to a place opposite the city school site about where the Evangelical church is now located, from which place his remains were later removed to where the present beautiful cemetery is located. Still later they were moved to a new part of it. This was not a public cemetery for several years. The original owner of that quarter (the northwest of Section 7-129-62) owed Frank

Gannon and turned over this land in payment of the debt. The original owner had permitted the corner to be used as a burial place, and Mr. Gannon let it be used as a cemetery after he acquired title. The cemetery was turned over to the Commercial Club of Ellendale by Mr. Gannon on Nov. 11, 1886, and was continued under this management for several years. Lots were sold and used, but the place was rather indifferently kept until in 1905 the cemetery was turned over to the City of Ellendale. Some money had accumulated by this time, so a number of trees were set out and other improvements made. The city made it one of the beauty spots of the entire region and has given it excellent care. In 1926 an addition to the cemetery, now well taken up with family lots because of the older residents having friends lying here, was bought to extend the cemetery clear over to the Great Northern line. Just beyond the Great Northern track the Catholic Society has a cemetery which promises to become another spot of beauty for the interment of the dead.

In 1883 a public school was started in a house in the south part of town with Miss Eliza Taylor (Mrs. E. J. Herbert) as the first teacher employed. From these small beginnings the town soon outgrew its school facilities and a very good two-story building for the time was constructed on the block where the city schools have ever since been located. When this new school building was erected, about 1884, it was pretty well out in the country, in fact some people thought it a hardship to send the children that far from home and from neighbors. The old building served as the city's school house until 1915, when the beautiful new brick building was constructed. In 1886, the school was known as the Ellendale Grade School. C. A. Kent was the Principal, Clara Gilbertson was the Intermediate teacher, and Isora Hall taught the Primary. The school year had thirty-eight weeks, beginning on the first Monday in September.

By 1886 the John A. Spellman Post of the Grand Army of the Republic as No. 84 had been organized and was meeting every Saturday night in the Odd Fellows Hall. This Post was named for a man who lived in Kentner township and was one of the most enterprising citizens of the county. N. B. Kent was Commander and W. W. Sears the Adjutant of this Post. Ellendale Lodge No. 68 of the Independent Order of Odd Fellows had been established and was meeting every Monday evening in its own hall, with Theodore Northrup as the head and L. H. Wilson as Secretary. The Ellendale Lodge of Masons (then No. 49) was well organized with J. A. Scott as Master and L. I. Randall as Secretary, and was meeting on the first and third Thursday evenings of every month.

The business directory of Ellendale for 1886 shows the three hotels already mentioned. The White House had been enlarged and renamed the Central House and S. B. Meacham was the proprietor. The Holbrook House was managed by the Holbrook Brothers, and the old Anderson House, renamed the Garfield House was the property of Martin & Strane.



Public School, Ellendale, North Dakota

The Meachen Brothers had established a blacksmith shop at the corner of Third Street and First Avenue, where E. W. Meachen and Sons have had a shop until the building was moved to the lot west to make room for the White Eagle filling Station. This shop has been a landmark since the early days. W. A. Faus had another blacksmith shop, and such a shop was operated by Arie & Lacey, making four with the shop of August Peterson. Mr. J. R. Lacey had come to Ellendale in 1882, and formed a partnership with Oscar B. Arie and built a shop on Second Street just east of the Martin & Strane livery barn. Mr. Arie sold to Mr. Lacey and later Thomas Barta bought in to make the firm Lacey & Barta. In 1915 Mr. Lacey sold his share to Mr. Barta, who continues the business started so long ago, on the same location, but in a different building, as they were burned out in one of the livery barn fires.

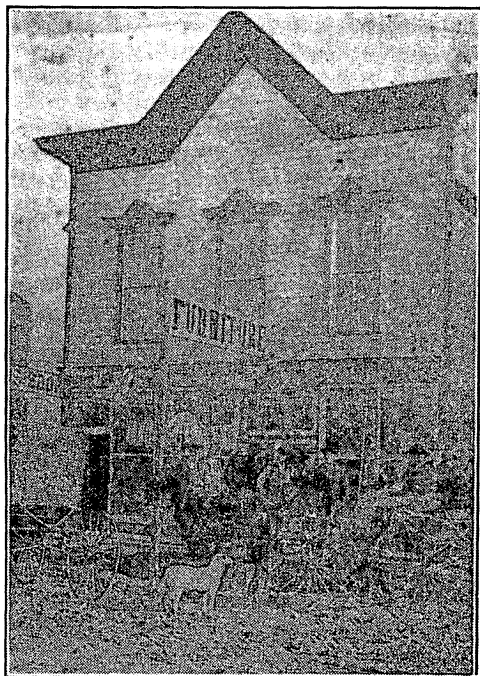
Banking seemed to be an attractive business in the early days. W. H. Becker started the Security Bank on the corner now occupied by the L. S. Jones store block, with A. A. Handy as cashier. It is said that Mr. Becker started this bank on a capital of thirty-five dollars of his own money. The Bank of Ellendale was started where the Dunton store is now located and had Mr. A. Hilliard as cashier. A bank was started on the corner where the Chrysler garage is now located by Pugh, Skuse & Evans, of which Mr. Evans was the cashier. Gannon, Smith & Company started a bank in a building located on the fourth lot east of First Avenue on the south side of Main Street, where the bakery is now located, and this bank has survived in the First National Bank, now the only one in Ellendale. Mr. T. M. Pugh was a member of the Territorial Legislature of 1885, and had to go to Bismarck by way of Aberdeen, St. Paul, Fargo and to Bismarck. His bank at Ellendale was sold to Cawley & Haseltine and became the Farmers & Merchants Bank. The First National joined with Mr. Thomas Sefton in the construction of the brick building which now houses the bank and the postoffice.

The first store of the Randall Brothers was located on one of the lots on which the Opera House stands. The dry goods side of the Randalls store is on the original location and is still owned by the Randall Company. In 1926 Mr. Randall celebrated the forty-fourth anniversary of his first store with many articles sold in those early days loaned him for an exhibit. Mr. Randall was Senator from Dickey County one term, and has always taken an active part and interest in the town welfare. He passed away at his home in Ellendale in December, 1928. Another grocery store of the early days was that of Dunton & Gillis which was located four doors west of the hotel, where Ed's Cafe is now located. Later Mr. E. F. Dunton secured the business and moved it to the building two doors west of the hotel where he remained until his death in 1919, since which time his wife and son have continued the business. The building in which the Dunton store is located has undergone several remodelings in the interior since it was a banking

house, but the same fronts are on this building and the Fair Store that are shown in the picture of the town in 1885. Another grocery store was located on Third Street where some old store buildings are still standing. W. H. Jones, a man who did much in the building up of the city, had a general store on the corner now occupied by the Opera House block. He built the large store building in which Blumer & Son were selling groceries at the time of the big fire, and later located on the corner where the Becker Bank was established and where his son, L. S. Jones, kept a dry goods store until he sold out in 1928. Two other general stores were kept by H. M. Bergendal and A. B. Dugar, names that are familiar to the early settlers. Whitley & Bishop and Vent & Leib were two other firms that have dropped out of the town's business. The keepers of the restaurants of 1886 have passed on except in the memory of old friends; Virgil McMillen, F. H. Jackson, James M. C. Tyner, Robert Woods, and Burch & Romans.

A furniture store on Second Street just east of the Martin, Strane & Walker general store was owned by Bjornstad & Holte, men whose names

have been prominent in the business of Ellendale. The furniture store was moved over onto Main Street, and both Bjornstad men, Nels and Peter, were in business in the building for some time. The furniture store was burned in 1916 but was rebuilt and the business is still carried on by the sons of N. T. Holte. Nels Bjornstad was in the hardware business and later moved to his farm out in VanMeter township. In 1886 P. H. Bjornstad was in the boot and shoe business with a Mr. Christianson, and in the harness business on his own account. Mr. Bjornstad passed away in 1928, but his sons are still in business in the city. In 1886 there were two hardware stores, kept by Gannon & Suttle and by W. G. Lockhart. In tinware W. A. Faus was the only



H. P. Bjornstad Store

advertiser, and G. W. Irwin was the wagon maker.

The names of Dr. Wm. E. Duncan and Dr. D. H. Long recall memories of two skillful and kindly physicians. Both of them had homesteads east of Ellendale. Dr. Long made an extended visit in Ellendale at the home of



Nels Bjornstad's Hardware Store

his daughter, Mrs. B. R. Crabtree, a few years ago but has since passed away. Later Dr. Wilkins, Dr. M. F. Merchant and Dr. John Stevenson were practicing physicians in Ellendale, and were succeeded by Dr. A. G. Maercklein and Dr. Roy Lynde. Dr. Estus Thomas was the dentist, with his office two doors west of the Leader office, and his son Harry E. Thomas is still carrying on the profession in Ellendale. C. C. Misfeldt was the barber at the Central House. W. W. Sears was selling fanning mills, and Brown & Mallory were a firm of carpenters. W. H. H. Mallory passed away in 1921, but the family are still residents of Ellendale and his son Ed is a carpenter. A well known firm of lumber dealers was made up of two brothers, O. & P. King, who had a lumber yard at the corner of First Avenue and Fourth Street, which later became the Thompson Yards. Pat King built and occupied the house across the street which is now the residence of Fred Blumer. Mr. Pat King is now (1929) living in Texas. Another brother of the early days was John King who was city auditor for many years. D. E. Geer was one of the leading real estate dealers, coming to the county as an assistant in the government survey and for many years occupying an office in his own brick block on the south side of Main Street. He died in December, 1927.

There were two drug stores established early and both of them are still continued, although under changed management. Steinau & Lee were locat-

ed where the Leiby store is now. Mr. Steinau was not a pharmacist but gave more attention to the book and stationery side. Mr. Ed. N. Leiby, after completing his term as County Auditor, bought out Mr. Lee's share and later bought out Mr. Steinau and has continued the business since. F. F. Bodle bought the drug store of Dr. Osborne on the south side of Main Street where a part of the Holte Store now stands. This was sold to Carl Axtell who took A. R. Amphlett into partnership. This firm had planned to build a new store on the north side of Main Street and had begun operations when the fire of 1916 burned out everything for them, so as a part of the new business block they built a new store. Soon after this Mr. Axtell sold out to his partner and the firm became the Amphlett Drug Company.

The directory of 1886 lists ten attorneys of whom not one has been left in Ellendale for many years. Alex. D. Flemington was a prominent figure in the new town and in the early days was a partner with Atwood L. DeCoster. They had their office two doors east of the Randall store. The Flemington family have remained in Ellendale. E. P. Perry had an active part in the early history of the town and his son H. H. Perry is an attorney and lives in Ellendale. W. M. Austin was one of the first dealers in furnishing goods and was located on the corner where the VanHorn Grocery is now in business. Mrs. Austin had a millinery store, and the son, J. M. Austin, has been a practicing attorney and the County Judge for many years. M. P. Axtell was a homesteader in Ada township but came to town to engage in business and later formed the Austin & Axtell Collection Agency in partnership with J. M. Austin. His family is still represented in the city and his youngest daughter Grace was a Y. worker in France and is in business in New York City. Mr. C. A. Morrison was another homesteader who came in to town. He organized a hardware and coal business at the location of the Dunphy Hardware on the corner of Main Street and Railroad Avenue. He established a fine farm home just south of the city which is now the home of W. H. Wenkster. Mr. B. R. Crabtree came to Ellendale from the family claim further north, graduated from the local high school and with some experience in one of the banks of the city went into the First National Bank when Mr. Frank Gannon went to Aberdeen. A. J. Applequist was the photographer and his family is still represented in the county. There were three grain buyers in the elevators of the city, one of whom was A. T. Cole who represented his county in the Legislature and has been Judge of the Third District Court for some years with his residence at Fargo.

The newspaper has been an important factor in all new communities. The Dickey County Leader was the first paper to be published in the county and has had a paper every week since it was started by Wesley Moran in May, 1882, the first issue being published on June 2, 1882. Mr. Moran built himself a good comfortable home on the corner of Second Street and Second Avenue, which home was the residence of Mr. and Mrs. Thomas Lovell until the fire of 1916. On the back of that lot next the alley and facing

Second Street Mr. Moran erected a small building into which he placed the presses and type fonts he had brought with him from Minnesota and the first issues of the paper were printed in that little shop. Mr. Ed A. Smith was a printer by trade and had been living at Flandreau, Dakota, but was advised to establish a newspaper in the new town in Dickey County. He made arrangements for his equipment in St. Paul and came out by way of Jamestown, only to find at that city the first copy of the new paper called the Dickey County Leader. He came to Ellendale and worked with Mr. Moran and has had considerable to do with the newspapers of Ellendale. Mr. Moran built the original home of the Leader on Main Street and ran the paper for about five years when he sold to Moore & Goddard. The Ellendale News had been launched by D. B. McDonald and was sold to Ed. A. Smith who discontinued its publication. The Keystone Commercial had been started at Keystone in 1882, but moved to Ellendale in 1885 and became the Ellendale Commercial and had C. C. Bowsfield as its editor. The Commercial had passed to the ownership of R. E. VanMeter in 1891 and was located in the place now occupied by John Jones' pool hall. In 1895 Mr. VanMeter had a disastrous explosion of his gasoline engine and was so badly burned that he died in a few days. His wife continued the publication for a time and later sold the paper to the Leader where its name is carried in the sub-title. In 1891 E. J. Moore sold his half interest in the Leader to Ed. A. Smith and the firm became Goddard & Smith, until in December, 1897, when Mr. Smith sold his interest to Alex. R. Wright. This partnership continued until October 1903, when Mr. Fred S. Goddard became sole proprietor. After Mr. Goddard's death in 1915 the paper has been continued by Mrs. Goddard and the son, H. J. Goddard, who built a fine new printing plant after the fire had burned them out completely on May 9, 1916. The North Dakota Record was started by Peary & Son in 1894, and was continued by other owners until it was burned out completely in 1916, when it ceased to exist. The Farmers Sentinel was moved to Ellendale from Forbes about 1919 and has been located in the basement of the Opera House block. This is owned by a stock company and Mr. H. G. Lewis is the managing editor.

Some of the people of Ellendale wanted a railroad east and west, and very soon after the settlement a company was organized under the leadership of Mr. W. H. Becker to promote such a road. The larger plan called for a line from the Missouri River about opposite Winona across the state to the Minnesota line, but special attention was given to a line east from Ellendale to Wahpeton. The right of way was secured and a charter obtained from the government, several towns were projected, notably Ransom and a town where Forman is now located, Hudson at the crossing of the James River was established and an office was opened by Mr. M. N. Chamberlain in this town to promote the railroad and dispose of lots in the town-site. Considerable grading was done and the old grade is still visible in

some places in each of the three counties of Dickey, Sargent and Richland. This company sold its holdings to the Minneapolis & Pacific, which built its line now known as the Soo over parts of the right of way, but as the Great Northern had built into the south part of the county this road went through Oakes and on to the west further north. In 1886 the Milwaukee built on to Edgeley, and the same year the Great Northern built into Ellendale from the east. This new road placed its depot in the northeastern part of town, and its old engine stall could be located as late as 1929. This road gave the city another line to the Twin Cities and added more mail service.

Before the coming of the Great Northern and the extension of the Milwaukee there were connections by stage to many towns to the north and east. The directory of 1886 shows these connections as advertised at that time.

POST-OFFICE DIRECTORY.—Delivery open at 8 a. m. close at 8 p. m., open Sunday 6:30 p. m. close at 8 p. m. Mails from the east and south at 5:30 p. m. close at 9 p. m. daily. Grand Rapids, LaMoure, Yorktown and all Northern Dakota mails arrive at 8 p. m. and close at 9 p. m. daily. Keystone and Merricourt mails arrive at 8 p. m. Thursdays and Saturdays and leave Mondays and Fridays. Weston, Eaton, Emma and Milnor mails arrive at 12 noon and close at 2 p. m. Mondays, Wednesdays and Saturdays. Lorraine, Coldwater, Youngstown and Hoskins mail arrives at 6 p. m. Saturdays, and closes 9 p. m. Sundays. Hudson and Westbore mails come and depart irregularly. F. S. HORTON, P. M.

RAILROAD TIME TABLE.—C. M. & St. Paul R. R., leaves Ellendale at 7:45 a. m., Aberdeen at 1:30 p. m., arriving Minneapolis at 4:30 a. m. Returning leaves Minneapolis at 9 p. m., Aberdeen at 3 p. m., and arrives in Ellendale at 5:30 p. m. FRANK L. BACON, Agent.

The old court-house was the scene of many stirring conventions and public meetings. It was erected in time for the trial of the first murder in the county, a story which is told under Kentner township. It served the city for its school house in 1915-1916 while the new brick school was being built, and there were many meetings held there in the time of the World War. It was in use when the preparations for statehood made Dickey County and the middle part of LaMoure the Eighth District for the election of delegates to the Constitutional Convention. The nominating convention was held at the old court-house with delegates from all parts of the district. Mr. Flemington was selected early in the afternoon, and after some little skirmishing Dr. L. D. Bartlett was chosen as another candidate, but the third one was not so easily determined. The meeting ran over into the evening without adjournment but the delegates were afraid to go out for supper lest the opposition win and many had some lunch sent in for them. At about 2:30 in the night Mr. Rowe of Monango was selected for the third candidate. At the election held on the 14th of May these three men were elected, and in the Convention which began at Bismarck on July 4th, 1889,

they proved active and influential delegates, taking part in some of the important questions that had to be met by that body. The Industrial School and School for Manual Training was located at Ellendale the peculiar type of the school being largely the ideas of Dr. Bartlett in a plan that received Mr. Flemington's active support.

A water supply is essential to a city and in 1886 a deep well was driven in Third Avenue at the court house corner. This was put down to the "second flow" and furnished soft artesian water at a pressure that could fight fire in the highest building in town. When this flow was thought to be insufficient for all uses a well was put down on a lot bought for this purpose by the city on Fifth Avenue, but this well was put down to the "third flow" and furnished hard water. The pressure was enormous and a separate main was run down Main Street to afford fire protection and for any purpose for which the hard water could serve. When the soft water well ran down in pressure a pump was installed in the little well house in the street at Third Avenue and water power from the hard water well was used to pump the soft water and put it under pressure. The hard water well had to be recased in 1914 and by 1927 was so far beyond control that an overflow sewer was built to carry off the water.

In 1896-1897 there was a return of the severe winters of the earlier days, and for several weeks no train service was possible on the Milwaukee. The Great Northern was snowed under in January and did not run a train until the thaw of the following spring. Great snow banks blocked the streets and tunnels to the business houses were dug. For a time the mail was brought up as far as Frederick by overland conveyance and a man was sent to bring it from Frederick to Ellendale on horseback. The town was well supplied with fuel and provisions so no one suffered and help was given those in the country when there was need.

A gas plant was installed for lighting the business places and the homes as well as the streets, and a sewer system was installed early in the new century. On this sewer system some trouble was experienced from the objection of the people owning land along the run west and southwest of town. A septic tank had been installed but with the large amount of water used and the run off of the artesian wells the tank was not large enough, so the reduction of the sewage was not carried far enough before the overflow. A law suit was started but that trouble was averted by the city's purchasing a quarter section of land. Most of this land was afterwards sold with the flowage rights retained by the city, and soon after this a good reduction plan was installed that has served very well to dispose of the city's sewage.

When the Great Northern extended its line to Forbes a new brick station was constructed in its present location on Main Street, and in 1915, a new station was constructed by the Milwaukee. The period from 1905 to 1915 was one of substantial rebuilding. Fires, always a menace in a new town built of wooden construction and more or less cheaply and hurriedly

put up, burned out several of the old business houses. A new opera house was put up by an organized company in co-operation with some of the owners of the lots. A fine new hotel, christened the Dickey, was put up on the old site of the Central House, probably the best hotel in the state for some years. The Leiby block, the Geer building and the Ellendale National Bank, and a fine banking building erected on the site of the old Holbrook House, were instances of this building program. The court-house was completed in 1912, and the city built a beautiful brick city hall across Main Street from the old building of the early days. A new school building was erected on the old site, costing \$60,000 at the time but worth double that on prices of a later time. The Methodists had outgrown the old building of 1883 and in 1916 erected a fine brick church on Main Street at Fourth Avenue. Several new homes had been erected, which with the shady and well-kept streets was making an attractive residence city of Ellendale. An electric plant was built in 1914 and in September of that year the city was lighted by electricity.

Then on a windy night, May 9, 1916 came the big fire, the event from which time has been reckoned since. The old Applequist livery barn at the corner of First Avenue and Third Street caught fire at about ten at night. The siding was in ribbons and the entire building was littered with chaff and hay. It had not been used for some time and in fact had been condemned by the city council and ordered removed as a menace to the safety of the town. How it got afire was not established but it made a terrible blaze. There was a north-west wind blowing at a gale of forty miles an hour, which fanned the blaze into one like a blow-torch. The fire spread to the row of buildings on the north side of Main Street and ignited the whole row; sparks and burning boards were blown through the town and set fire to a barn in the south-east part of town and to the prairie to the south. No one could stand before the blazing heat; the fire jumped Main Street to the south side and the wind blew live coals down the side streets and alleys with the result that two blocks were swept clean and two others almost clean of anything made of wood. By keeping the Christian Church on Main Street wet the fire was stopped there, and the homes of Leiby and Bodle on First Street formed the last ditch of the fight in that part of town, with strong reinforcement by the new Anderson house across the street. The last fight was made at the Davis house on Second Street. By turning up an old mortar mixer the fireman could hold the hose on the house and keep it wet in spite of the intense heat of the burning Baptist manse at their backs. A number of families living in the path of the fire were gotten out in safety, so no lives were lost although escape in many instances was very narrow. Some twenty-one families were burned out, three blocks of business places, including both newspaper plants; and the Baptist Church, the best church building in town, was burned by sparks blown into an open basement window.

With characteristic western zeal, the business men who were burned out set to work to rebuild on more substantial lines, with the result that the business section now has some very commodious and attractive stores of fire-proof construction. To enhance the beauty of the streets a White Way was installed in 1926.

Some of the homes of the early days are still standing as homes of the newer generation or of the original pioneer. Among these are the Meachen home on Railroad Avenue; the Fred Walker place on Fourth Street, the Leiby home on First Street. The Flemington home is still located on its original site. The D. W. Coleman home was built by Hugh Martin and several of the houses in the west part of the town would be still recognized by the original builders.

When the Thompson Yards removed to their location by the Milwaukee depot the company erected eight very neat cottages on the half block occupied by the lumber yard they had bought of the Kings.

There have been several times when the people desired a city park. The grounds of the State School, the court-house and the city school have been kept up in park-like order, and the site of the old city hall has been improved by a neat band-stand, but none of these are a city park. In 1909 Dr. M. F. Merchant, who had a new grove growing on his land east of the city, offered to turn it over for a park, provided the boulevard was improved and the property maintained in good order as a park, and provided that the improvements were made within ten years. Dr. Merchant had plotted an addition from his quarter which he designated "East Ellendale" about the time that he was preparing the offer of the park, but this addition was never made. Again in 1917 this tract on Dr. Merchant's quarter was again staked out and a sale of lots was held, but the project came to naught and the time for development of the park expired.

A more constructive measure in 1926 gave the city an opportunity for a real park. The taxes on Block 8 and parts of blocks 6, 10 and 12 of the DeCoster, Flemington & Wells Addition remained unpaid for several years and the property reverted to the county, so the County Commissioners gave these lots to the city for a public park. Plans are well under way to improve these and the city has a Park Board for such purposes. As a further beautifying of the streets and highways a row of trees on each side was planted along the half mile to the cemetery and along the highway out of town to the north.

In the winter of 1918-1919 the city was visited by an epidemic of the Flu. A hospital was established in the firemen's rooms at the City Hall and the local Red Cross chapter took care of the people who needed hospital attention. Mr. H. C. Peek and Mr. Ira Barnes took charge of this work, and many, especially of the students of the State School who were here away from home, were cared for with excellent results.

While Ellendale is on two railroads and two excellent highways it is

pre-eminently a city of homes. A good building and loan association has helped people acquire their own homes, and probably a larger percentage own their own homes in this city than in the average town of the western part of the country.



CHAPTER XI

THE CITY OF OAKES

[The Society is indebted for the information in this chapter to the stories of the late Mons Nelson, Geo. H. Ladd, John H. Coulter, W. H. Bush, Mr. and Mrs. Frank Root, W. M. Lockie and several others of the pioneers who knew the city in its early days; and especially to Mr. Alex R. Wright, who has very generously allowed free use of material found in back numbers of the Oakes Times.]

THE story of Oakes really begins before the plat of the townsite was made or the coming of the railroads. In the first place nature did an excellent piece of work in preparing the land for a city. A dry knoll a mile back from the James underlaid with veins of first class water is a good preparation. The soil has enough sand to make it easily worked and still is rich in plant food, level but not swampy, sloping enough for drainage, a good soil on which people can be healthy and prosperous.

When the new country was open for settlement, many people needed to cross from the line of activity along the Northern Pacific railway to that along the new lines of the North Western and Milwaukee some hundred miles to the south. It is easier to follow a river than to have no natural guide so the people who made the trip between these two new lines of west-

ward immigration went up and down the valley of the James. The Nicollet and Fremont expedition of 1839 is an example, as they passed up the James through Dickey County on July 17th and 18th of that year.

The Fort Totten Trail went up the east side of the James, and when traffic invited the establishment of a stage line, the Columbia and Jamestown stage, established by Benjamine in 1880, adopted the old Trail as its road. A part of its line was very nearly along what is now Fourth Street in Oakes. The men who were operating that line moved into Oakes when the railroad superseded that means of travel.

The first settler on what is now the site of Oakes was William Mills, a native of Ireland who had come to America in 1870. He came to Dakota from Pennsylvania in the early eighties, and found some land that suited him along the line of the stage route. He filed on the southeast quarter of Section 20 for a homestead and took the southwest of Section 21 as a tree claim. His sod shanty stood on the southeast corner of his homestead, in the low ground just south of where the Wadena line of the Northern Pacific crosses the section line, or what is now Fourth Street. Mr. Mills was a good cook and worked much of the time at the relay station at Bear Creek, but made his residence and improvements on his claims so that he proved up on both quarters. Mr. John M. Jones had the quarters just south of Mr. Mills. At the time of making these land entries there was no prospect of a city on their land, but the locations brought these four quarters to a meeting place where Union and Fourth Streets of the city of Oakes now cross. At the time of the settlement of these two men the nearest towns were Ellendale thirty miles away, Grand Rapids thirty-five miles, Lisbon forty-five miles to the northeast, and Columbia thirty-seven miles to the south.

With the settlement of the region between Jamestown and Columbia it was inevitable that there should be a railroad between these towns, as the day of the stage coach was passing. The North Western was building up the James River Valley. Three towns, Eaton, Port Emma and Hudson, had been located on the west bank of the James in Dickey County, and it was thought the railroad would come up the west side of the river. In fact the promoters of Hudson were hoping to make that town the crossing point of the North Western and a future east and west line. As the survey was extended these towns were doomed to disappointment as the new line was located up the east side of the river. Even then Hudson hoped the new town would be located across from it, but the survey went on to the north.

Both the North Western and the Northern Pacific were studying the opportunity of a connecting line between their main lines. The Northern Pacific had built into LaMoure and the North Western was coming north, so the question was how much should each build, or were there to be parallel lines. Some sort of agreement was made, and the North Western built up as far as Ludden and was willing to stop there. The little town of Ludden over on the fish-hook bend of the James moved over to the railroad, but the

North Western had the townsite and the Northern Pacific was not willing to come into Ludden, so a compromise was effected whereby the site of the junction town should be further north.

In the month of May, 1886, W. K. Cook, the general right-of-way agent of the North Western, made his appearance. He was looking for a desirable location as he knew the junction of the roads would make a good-sized town. He camped for a while to determine the adaptability of a location he had found, discovered that good water in abundance could be obtained any place at a depth of from twelve to sixteen feet, good water right out of the gravel, and that the natural lay of the land would afford excellent drainage. In the month of August, Mr. Cook secured options on the west quarter sections of land owned by Mills and Jones. A plat of the new town was made, and the main street known as Union Street, was laid out east and west on the section line and Fourth Street along the north and south section line. In the latter part of September the North Western laid its track to a point two miles south of Bear Creek, or in other words into the new town, and the Northern Pacific soon built down from the north, and the joining of their rails made the first connecting link between the northern and southern parts of Dakota Territory.

The original plat which was surveyed on September 14th and filed with the Register of Deeds on September 15th, 1886, consisted of seventeen blocks, seven of them and a line of lots along the Northern Pacific right of way north of Union Street, and eight blocks and a line of lots along the North Western right of way in the Jones quarter south of Union Street. Very soon after this three additions had to be made; the Western Town Lot Company's Addition to the south and west of the original plat, the McCarthy Addition on the south and west parts of the southwest of Section 21, which was Mr. Mill's tree claim, and the Washburn Addition which included the whole of the northwest quarter of Section 28, with the exception of the railroad land belonging to the newly-arrived Minneapolis & Pacific Railway. This addition was the tree claim of Mr. John M. Jones, and it is said that Mr. Jones received \$1000.00 for his homestead for a townsite and \$9000.00 for his tree claim. The bargain with Mr. Mills seems not so easily found.

The name of the new town was given it in honor of T. F. Oakes, at that time Vice-President and General Manager of the Northern Pacific Railway Company. The new city was laid out on a plan worthy of its god-father. Instead of streets the usual width of sixty-six feet, they were made eighty feet wide and everything had its start from the section lines. The name of the city had something to do with naming the streets, as those running east and west, with the exception of Union, were given the name of some tree. South from Union they are Elm, Ash, Beech and Maple in order; north the first streets are Cedar, Pine and Oak; in McCarthy Addition they continue to the north as Poplar, Catalpa and Elder. The north and south streets were numbered, beginning with First Street about 100 feet east of

the railroad rights-of-way, and continuing eastward to Eleventh Street on the quarter line through Sections 21 and 28. Other additions have harmonized with the original plan to make Oakes a symmetrical city.

The railroad companies had advertised the sale of town lots for September 29th, 1886, but before that time people were coming to look up prospects for residence and business places in the town-to-be. Mr. George H. Ladd had put up a hotel, the first in Oakes. As no one could locate on the town-site he had this hotel just off the town-site to the east and pulled it over onto Second Street after he bought a lot there. Mr. Ladd has the unique distinction of helping to found three towns in Dickey County. In 1883 he built a hotel at Hudson and took a prominent part in the early days of that town. In 1886 he was one of the first on the ground at Oakes, and in 1905 he was the first to erect a store at Forbes and was its first post-master.

At the sale of town lots, Mr. P. S. Peabody was the purchaser of the first lot offered, paying \$250.00 for it. In an hour's time \$14,000.00 worth of lots were sold in amounts ranging from \$150.00 to \$355.00 each. Work was begun at once on buildings and by the time winter came the city was a reality. Several buildings were moved in from other towns. Many were brought up from Hudson in the winter time, being hauled down on the ice after the James River had frozen over. The store building belonging to Elder White was pulled over from Yorktown at a later time. Some of the buildings brought in at that time are still standing (1929) as landmarks in Oakes. The printing shop and residence of Frank Busteed, the editor of the Hudson Herald stands on Union Street just east of the Telephone Exchange and looks much as it did at Hudson. Around on Second Street two blocks south the W. H. Marsh Block was brought up from Ludden, and just north of it a few rods is the Clark Building in which the Kemmerer Bank was located in Ludden. Across Second Street between Ogden's meat market and the photograph gallery stands a little old office building with sheet iron front that was brought up from Hudson, and just recently has been used as a laundry. Some others were brought up from Port Emma by the late T. W. Bush. The C. M. C. Store was brought in from Columbia by E. W. Bittman and remodeled. There may be some other business buildings or residences which were brought in from other towns but many of them have been changed or so thoroughly remodeled that their original appearance is not observable.

As the two railroads were agreed in building the line along the James they built a union depot just at the end of the Northern Pacific track on the north side of Union Street. This building now used as a freight house is still standing on the original site (1929).

Practically all the land had been homesteaded before the city of Oakes was founded, but it was the time of proving up and considerable land was being sold to new comers, so there were many transients passing through the new town. Henry Vinkle put up a good sized hotel at the corner of

Union and First Streets. This was known as the Vinkle House and was built three stories high, with some business places on the first floor. It was remodeled about 1900 and has been a land mark for years. In 1887 Dan Lynch built a three story hotel across the street to the south of the Vinkle House and called it the Exchange Hotel. It has been remodeled several times but has been in continuous operation ever since its early days. In 1902 this hotel was bought by C. M. Stevens, who had homesteaded a farm and bought other land in Clement township. He made the hotel modern in its appointments, made several additions, and renamed the hostelry the Home Hotel. One block further east a third hotel was built and named the Argyle House. This was burned in 1891, but in 1892 Mr. A. G. Hemenway and his son-in-law Mr. Andrew White bought the site and built the two-story Argyle House, which was remodeled later and became the property of W. D. Huffman. These hotels did a good business which showed the activity of Oakes as a center of travel. In addition to them there was at a later time La Clair's restaurant in the Klein & Sutmar block which was well-known as a popular eating place.

The livery business flourished. After the railroad came down from Jamestown the stage business was discontinued. Frank Mellinger, the driver of the old Columbia stage, came down to Oakes and started a livery barn. Mr. Benjamine, the man who operated the old stage line, had lost all that he had made in the freighting and stage business by speculating in wheat, and had to go to Mellinger for a job. He would not go to his relatives in Nebraska while he was in comfortable circumstances, so when misfortune came he was too proud to go to them, and worked and lived in Mellinger's barn. Sometimes when he was in bad humor he would say; "Curse you, I own everything else here. I started Mellinger up in business, and everything he has got I own". Benjamine had an old army rifle that he had used when among the Indians freighting on the plains. He prized it greatly and boasted that he could kill a deer at half a mile with it. Some one stole the gun and he felt very sorry about it, and said that he would not have parted with it for any amount of money, but he never got it back. Finally when Mellinger sold out the livery barn Benjamine drifted away to Nebraska and died years ago among his relatives there.

Moore's livery barn run by O. H. P. Moore was well-known for a time, and was later owned by his sons, Dick and Charley under the name of Moore Brothers. Dick is now in Montana and Charley lives near Crete. The old barn was moved two lots north in the next block and is owned by H. P. Low. W. J. Roberts was a late comer in the livery business, and one of the best known barns was the Up-to-Date Livery, Feed & Sale Barn. The Teal & Stanley Barn back of the Vinkle House was a good cement block building which became known as the "horse hospital." It was owned by S. W. Teal, a veterinarian from Canada and George J. Stanley whose home had been in Sargent County. Another barn that was well known

and which continued until automobiles took the place of horses was that of Mr. J. B. Andrews, whose place of business was just across the North Western tracks to the west. Mr. Andrews had come to Dakota from Illinois in the late eighties and had been located in Milnor until 1901 when he removed to Oakes. He was a public spirited man, serving efficiently as a member of the school board in Oakes and taking a prominent part in church and charity work. He was fond of horses and kept a good livery stable, always having horses for sale and always ready to buy more. In his advertisement he states that they "usually have a few high class drivers that can move along a little." Mr. Andrews was the owner of the pacer, "Cockt swain", whose time was 2:10 and which was quite well known on the track at the county fairs. He had bought this horse as a two-year old while at Milnor and brought him to Oakes with him in 1901. The horse lived to be twenty-five years old and was such a favorite with his owner that he had him chloroformed at last.

The first bank in Oakes was organized in 1886 by a group of men of which Mr. Thomas F. Marshall was the moving spirit. This was called the Bank of Oakes and they built a little banking house 25 by 40 at the corner of Union and Second Streets. Mr. Marshall was its first cashier, and as office boy had his nephew H. C. McCartney, with whom Mr. Marshall worked in business relations the rest of his life. Mr. McCartney became cashier of the bank in 1891, and soon after this the name was changed to that of the First National Bank of Oakes. The Marshall-McCartney Company was organized November 9, 1902, to handle farm lands, live-stock and grain, and it had offices in the back part of the bank building. This bank has come through the changing vicissitudes of good times and hard times and probably what might be considered their good fortune has been very largely due to the foresighted policy adopted by this firm which allowed them to handle their real-estate through the subsidiary company that was thoroughly organized to manage its interests.

In July, 1887, when Oakes was less than a year old, a party of surveyors came in from the east. The terminus of the Soo, then the Minneapolis & Pacific, was at Forman, but it was coming west. Without any announcement, Mr. Underwood and Mr. Lidgerwood, two prominent officials of the Soo came in with their chief engineer. They had the papers to show that their road had purchased the old grade and all the rights of the Dakota Midland Railway Company, a corporation that had been organized at Ellendale to promote the construction of a line from that town to Wahpeton, then a promising railroad city. The Dakota Midland had secured the right of way and had done considerable grading. Its line passed through the old town of Hudson and to the south of Oakes about three miles.

The Soo officials went into conference with T. F. Marshall, at that time cashier of the Bank of Oakes, and through him the fact was communicated to the citizens that the Soo would enter Oakes providing inducements were

made. With his characteristic energy Mr. Marshall set to work and secured the right-of-way through the town, and armed with other concessions from the citizens, went to Minneapolis, and not only succeeded in getting the road to enter Oakes but secured a contract from the officials to make it a division point on the line. The Soo kept pushing westward finally reaching Bismarck in 1901, and by purchase of the Bismarck & Washburn line secured access to the coal fields of McLean County.

Another railroad line had been scouted out to run from the main line of the Northern Pacific at Wadena through Fergus Falls, Wahpeton and on to the west. On a trade with the Great Northern the Northern Pacific secured the grade to Milnor and put it in operation to that town by the early eighties. In 1898 this line was built into Oakes to make connection with the Jamestown and Fargo branches. The Soo built its depot down on Second Street so the town has always had two depots, but it has enjoyed unusual advantages as a railroad center. The time tables of these roads about 1905 show that there were eight passenger trains daily on the following schedule: The North Western left for the south at 5:10 in the morning, the Northern Pacific for the east at 6:15 A. M., returning at 8:20 in the evening; the train for Fargo and Jamestown arrived at 1:30 in the afternoon and left at 2:30 P. M.; the Soo Passenger went west at 7:00 A. M. and east from Bismarck at 7:30 in the evening; the North Western arrived from the south at 2:30 in the morning.

This schedule gave Oakes a mail service hardly equaled outside of the great cities. A post-office was established late in 1886, with Mr. Hineman as the first postmaster. He was followed by Mrs. Dan Lynch, and then Mr. J. B. Root was postmaster, after whom came Mr. M. N. Chamberlain for two terms. After Mr. Chamberlain, Mr. W. H. Bush was postmaster, and in his term the postoffice was burned in the big fire that swept several business blocks.

The year 1903 brought a distinct era of substantial building to Oakes. Figures that are probably conservative show the amount of building done. In 1902 improvements amounted to \$52,000, in 1903 to \$65,000, in 1904 to \$82,000, in 1905 to \$65,000 and in 1906 to \$86,000. The residents of Oakes in these years will remember that the Klein & Sutmar Block was erected in 1904 with its majestic seventy-five foot front, a substantial brick structure that has proved its worth through the years, as there are forty-one office and living rooms on the second floor and large mercantile rooms on its first floor. The proprietors who built the store came up from St. Paul in 1894 and had large farm and ranch interests southeast of Oakes. Across Second Street to the east stood the Roberts Block, in which was the Corner Hardware managed by J. W. Bush, the Economy Store which was bought by J. H. Jesson a newcomer from Wahpeton, and in whose store the fire started, to make such a devastation in the center of the city, and The Senate Cafe operated by W. T. Brown, an Eaton Rapids boy who came into the county

with its first pioneers. The second floor of the Roberts Block was fitted up for living rooms.

After the postoffice block, the Kennedy Block was next east and was a brick building in the basement of which Mr. Kennedy had his barber shop. The Point Billiard Hall occupied the first floor, and Dr. Gale's dental parlors had the second floor front. Harmonizing closely with the Kennedy Block was the Lockie Building, the first brick building erected in Oakes. This was erected in 1903 by Mr. W. M. Lockie, who has had a hardware store in one of the first floor rooms ever since he built the block. It has another business place on the first floor which in the early days was occupied by the Palace Clothing Company. Beyond these Miss Piper and the Boardman Brothers had store fronts, and around the corner on Third Street and a little further north was the hospital built of concrete blocks by Dr. Boardman.

On the south side of Union Street the most conspicuous building was the First National Bank, when they pulled back to the alley the old building they had used for twenty years and erected the present structure of Roman pressed brick heavily trimmed with Bedford stone, with its portico on Union Street supported by four Corinthian columns of Bedford stone. Built in 1906 and 1907, it is one of the finest and most commodious bank buildings in the northwest, and the foresight of those who planned it gave the town an edifice of which any city, regardless of its size, may well be proud. Beyond the First National Bank on the south side of the street were the Argyle Hotel and several other business places, the fine home of the Oakes National Bank and then the large house of the Cash Merchantile Company. This building was taken to pieces in Columbia and moved up to Oakes in 1893. This contained the store of the Bittman brothers on the ground floor, and the Opera Hall, or what was known as the Academy of Music, on the upper floor with full stage settings and gallery, and with an outside stairway from the Third Street side. The Bon Ton Dressmaking Parlors of Mrs. M. Thompson were also in the front of the second floor. The Opera Hall was the main place of amusement in the city, furnishing the largest auditorium for public meetings. There were also several good places of business on Second Street.

One of the old landmarks of the early days is the home of the Oakes Machine Company at the corner of Second and Elm Streets. This was built by P. J. Aasen a native of Minnesota, who came to Oakes in 1889 and put up his machine shop that same year. It was known as the Oakes Auto & Machine Company, and was one of the best furnished machine shops in Dakota. It had two iron lathes, planer, drill, engine, emery grinder, and a blacksmith shop. It manufactured plows of its own patent and was noted as a boiler repairing shop. Mr. Aasen invented and patented an auto engine, and did a large business with the farmers and thresher-men of that part of Dickey County. Mr. Aasen is still in business at the same place and has kept his building in such repair that it looks the same old landmark

so well known by the men who brought him machinery problems in the early days.

The Oakes Mill was built in 1895 by Mr. J. H. Rapp, and had a capacity of fifty barrels of flour per day. In 1899 a new management bought the mill and increased its capacity to one hundred fifty barrels a day, and in 1904 built an elevator of twenty thousand bushels capacity, so that the mill and elevator took in about 65,000 bushels of wheat from the crop of 1906. Mr. C. P. Walton from Wisconsin, a brother of Frank Walton of Ellendale, was president and treasurer of the company and Mrs. C. P. Walton the efficient secretary, with Fred Knock as the wheat-buyer. In recent years the competition with the great milling enterprises has made it advisable to cease operating the mill.

The Oakes National Bank was organized by a group of farmers headed by H. S. Nichols and J. H. Denning. H. S. Nichols was an Iowa farmer who had heard of the new land opened in Dakota and had come to the Clement neighborhood and built up a splendid farm. Mr. Denning was from Ohio and had come up to the Hudson neighborhood where he had been successful in building up a fine farm of 480 acres. These men with some of their neighbors and acquaintances enlisted a capital of \$25,000 and organized a bank, constructed a fine two-story brick building and commenced business October 12th, 1903. Mr. Nichols was made president, and E. J. Walton who had come to Oakes in 1897 to accept a position in the Bank of Oakes (now First National), was the vice-president. In 1906 J. E. Bunday who had had experience in the Gwinner State Bank was the cashier. Under conservative management this bank did a good business. In recent years it has occupied a good banking building on the corner diagonally across from the First National Bank, formerly the site of the old Roberts Block. In the uncertain times of 1927-28 it experienced some of the difficulties common to banking, and had to close its doors, but gives promise of meeting its obligations as well as possible with the "frozen securities" characteristic of this period.

While the business houses were being built on a true city scale there were many fine residences constructed. Many of these are yet among the best to be found in cities of this size or larger. Building material has always been available. The Salzer Lumber Company came in early and is still in business (1929) on south Second Street. The Oakes Lumber Company was started in 1905 by the Murray brothers, three of whom had taken land and added to their holdings in Hudson township until they had a combined acreage of 1600 acres in improved farms. In recent years the Thompson Yards have established one of their well appointed yards on Union Street between the Northern Pacific Railroad and First Street.

The Marshall-McCartney Company deserve special mention for their advanced practice in farming and stock-raising. Not only were they among the first to grow durum wheat in large quantities, but as long ago as 1906

they had 350 acres of corn that yielded 40 bushels to the acre. They sold many of their scattered quarters and bought the Brooks ranch of 2,000 acres in James River Valley township, and in addition to that leased five sections. A great deal of their land was under hog wire fence so that they could keep sheep as well as cattle. Through the winter of 1905-6 they carried 350 head of beef cattle and summered 1,000 head, selling 750 head for beef in the fall of 1906. They would go out to Montana and buy up sheep to turn into their fields after harvest, arranging to have them stopped over on their way to Chicago so that they could reship with only the extra expense of \$10 a car. In 1905 they bought 2,000 sheep in this way, and in 1906 bought 10,000 for the purpose of feeding them. At a profit of \$1.00 a head they made good money. Mr. Marshall was especially interested in this type of stock management and encouraged his neighbors to get the benefit of this means of conserving what otherwise might be wasted.

The H. J. Johnson Land & Cattle Company was another firm that did good business with live-stock. Mr. Johnson was born in Denmark and came to this country when quite young. He came to Oakes in 1898, and opened a set of offices and purchased a farm a half-mile west of the city on the bank of the James, where he established a herd of full-blooded Hereford Cattle. Mr. Johnson was agent for some of the holdings of the Baldwin Corporation in eastern Dickey County, and the firm had offices for a number of years on the second floor of the Lockie Block, but for several years recently the office has been the old Oakes National Bank Building, which it now owns.

Mr. E. W. Bittman was one of the great builders of Oakes. He came to Oakes from Columbia at the time of the sale of town lots in 1886. He purchased the lot on which the Roberts Block and later the Oakes National Bank were located, and established a branch of the "Great Western" with headquarters at Aberdeen. In 1893 he had a building brought up from Columbia and erected the present C. M. C. Block, where he was in business with his brother Fred for a number of years, finally selling to Mr. Seifert who has continued the business at the same location.

J. W. Bush was a pioneer in Dickey County, for he came to Port Emma with his father in 1882, and turned the first sod in four townships, Port Emma, Lovell, Hudson and Riverdale. He was engaged in business at Straubville for a time and came to Oakes in 1903, where he bought and managed the Corner Hardware in the Roberts Block until the fire of 1907. After the First National Bank moved into their new building, Mr. Bush established his hardware business in the old bank building and it has continued there ever since. Mr. Bush's death occurred in 1927. His brother, W. H. Bush came to Port Emma in 1882, and has been in Oakes from the first, was postmaster for two terms from January 7th, 1906, and has been in the grocery business in the same building on the south side of Union Street for the past fifteen years.

Mr. W. M. Lockie came to Dickey County in 1883 developing a farm

of two sections in Bear Creek Township. He put up the handsome Lockie Block in 1903, and has been in the hardware business ever since. He has seen the growth of Oakes from the time when he used to sell the boys the two-wheeled carts for joy riding to the days of the Packards and high powered cars. John H. Coulter came to Dakota Territory in 1879, and to Oakes in 1891, and has been engaged in grain buying, some of the time at Norway Spur and lately for the Atlantic Elevator on the Soo Line in Oakes. He has served as city marshal and on the Board of Education. When he came to Oakes it was a small town of about 355 people, but his first experience made him think them very lively. As he stepped off the train at the Union depot he saw a bunch of threshers being herded out of town across the tracks to the west. As they passed, the herder, Dan Lynch the town marshal said, "If you fellows want to fight get out of the city limits and go to it, but you can't fight on this side in town." He followed them over the tracks outside the city limit where they turned on him and licked him before they settled their private fights. Another grain buyer of about this time was W. E. Dickinson, who was in Oakes for a time before going to Fullerton.

John Kennedy came to Oakes in 1888, a barber by trade. He built the Kennedy Block in 1906, rebuilt it after it was burned in 1907, and is yet (1928) in Oakes. Mr. Kennedy was Representative from Dickey County in the Legislative Assembly of 1889 and introduced the bill prohibiting the use of dogs for hunting. Ritterbush & Son were contractors and builders who had much of the building in the years of new construction. John Schill came to Oakes in 1886 and his shoe shop has been a landmark for two generations. W. R. Bishop had a meat market two doors east of the Argyle Hotel. Sol Hunter came to Oakes in 1887 and is still in Oakes. C. B. Fenton will be remembered by the older settlers, also G. A. Tuthill who is still (1929) in Oakes. S. Bergenthal came to Oakes in 1897 and worked in the Union depot till 1901, when he went to the Soo depot as its agent and has remained with that company since. In 1928 he was elected mayor of Oakes, and has one of the best homes in the city. The North Dakota Artesian Well Company, established in 1905 with the man who is now Senator Peter Norbeck of South Dakota as its president, has put down a great number of artesian wells in Dickey and other counties. While its main work is now repairing wells, it is still in business with Mr. Fred Sletvold as manager. Among the newer business men Mr. C. E. Knox has taken a prominent part in the business and political life of the city. He was for several terms one the Representatives of Dickey County in the Legislative Assembly and has had a hand in shaping much constructive legislation. W. S. Wickersham and W. D. Huffman have served as county officers.

Dr. H. P. Boardman was the first physician in Oakes. He was a student of medicine at Ann Arbor, Michigan and a graduate of Bellevue

Hospital of New York City. He was the family physician for many of the early residents of Oakes and built the Oakes Hospital in 1904. With his brother Martin he was interested in the furniture business. Perhaps it was not quite appropriate that a physician should be connected with an undertaking establishment, but that fact did not detract from the popularity and worth of Dr. Boardman. He sold his hospital and practice to the Maercklein brothers, Fred W. and Ivan R. who were prominent physicians in Oakes for about twenty years. Dr. Fred Maercklein died in 1925, and Dr. Ivan Maercklein moved to Wishek.

Oakes was organized as a city in 1888. Mr. Thomas F. Marshall was its first mayor. There were three wards, and J. B. Root and Dan Lynch were elected aldermen from the First Ward, M. H. Roberts and A. Ritterbush from the Second Ward, and J. F. McCarthy from the Third Ward. J. W. Lucas was the first Treasurer, A. G. Hemenway the first City Justice, E. W. Robey the first City Attorney, J. E. Spurling the first City Auditor, B. F. Roddle the first Chief of Police, and E. G. Baldwin the Assessor. The first Police Magistrate was chosen in 1890 and R. S. Angell filled that office. The people of the city had faith in the purposes of their officers and loyally backed any plan for improvement. A city hall of good size, 55 by 80, to house the offices of the city government and the fire department was erected in 1907. This is a brick structure with ornamental trim that has given good service.

The newspaper has always been an important factor in the development of a new country, and no city can boast the name without a good live sheet to give the people the news. The first newspaper in Oakes was the Hudson Herald, which had been issued in that town by Frank Busteed and was brought to Oakes in 1886. The Oakes Republican was the offspring of the Hudson Herald, the Port Emma Times and the Jim River Journal, the latter being the paper started at the little settlement of Eaton. The Republican was run by Ellis and Brown.

When matters became interesting in the political field and the people were beginning to believe that populism was the real hope of the country, the Oakes Independent was launched in 1893 with E. W. Weston, a homesteader in Hudson Township as its editor. C. S. Brown was editor of the Oakes Republican in the early nineties, when the plant was owned by a stock company, and was later joined by W. L. Straub, who moved his Rustler to Oakes from Cogswell in 1894 and assumed an interest. The Republican became the property of Ed. A. Smith in 1898; three years later it absorbed the Oakes Independent, and in October, 1902, was purchased by Goddard & Wright, proprietors of the Dickey County Leader at Ellendale. Mr. F. S. Goddard was editor for a year and then the partnership dissolved, Mr. Goddard taking the Leader and Mr. Wright the Republican. In 1906 the name was changed to "The Oakes Times," continuing the former volumes of the Republican; new and modern equipment was added in 1905 and a

souvenir edition of the Times was published as a Christmas number in 1906. The Oakes Times has consistently advocated the principles of the Republican party in state and national affairs, and is now (1929) the only paper published in Oakes and one of the two papers of Dickey County.

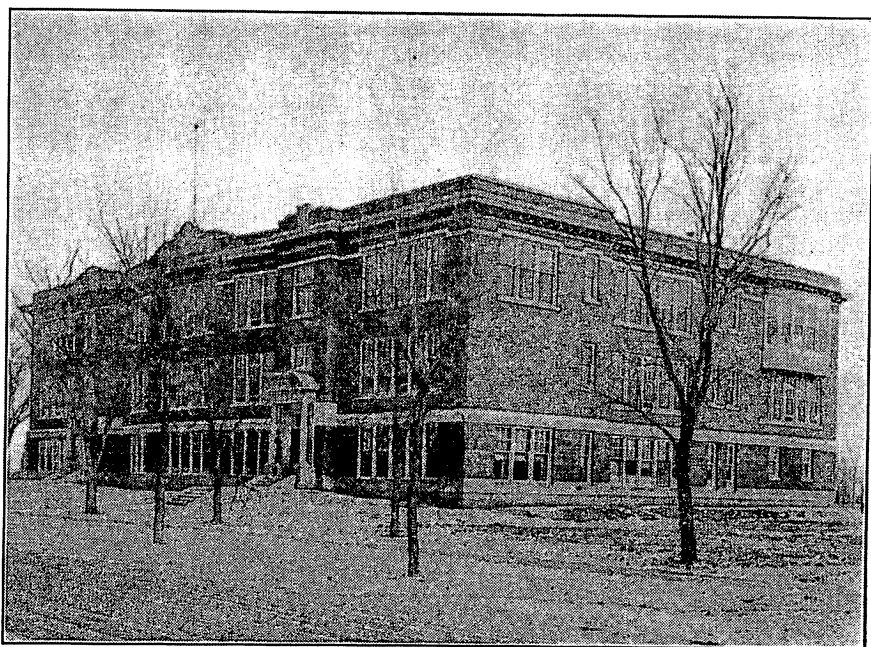
It is characteristic of a new town that the people at once establish their churches. In this Oakes is no exception, as early in its history five churches with buildings of their own were organized. The Presbyterians, Methodists, Roman Catholics, Swedish Lutherans and Swedish Mission societies constructed the first church buildings. The Catholic church has been remodeled but still stands on its original site. The Swedish Mission church was moved out to Hample and is still in use there. The Methodist building is still on the old lot but has been sold to the Norwegian Lutherans and a commodious brick building built by the Methodists. The Presbyterian building was sold to the German Lutherans and a fine new structure built in 1919 by the Presbyterians on their original location. There were several other denominations represented in Oakes in the early days and some of these have since then erected places for worship.

The City of Oakes has a beautiful cemetery on the hill two miles east of town. This is on the quarter of land which belonged to M. N. Chamberlain, and at first lots were bought of him. The organization of an association was made by T. W. Millham, M. N. Chamberlain and Dr. Matthews, and in 1904 the ground was platted and an association formed with H. V. Hicks as president, W. A. Pannbacker as vice-president and W. H. Bush as secretary treasurer, and the plat was recorded with the Register of Deeds on March 15th, 1904. In 1916 the cemetery was deeded to the City of Oakes and was later named Oakes View Cemetery. The names of a great many of the pioneers can now be found on the monuments of this cemetery.

Many of the founders of Oakes had belonged to some fraternal organization before coming to their new home, and a number of these societies were established early. At first they met where ever they could find a good room but finally secured Union Temple, a good building on South Second Street. It was built in 1892 by a stock company, but the shares were taken up by the Masonic, Odd Fellow and Workmen lodges, who own it jointly. The lodge rooms are on the second floor, the first floor being a business place. The secret societies represented in Oakes in early times were the Masonic bodies, the Odd Fellows, United Workmen, Modern Woodmen of America, Yeomen, Woodmen of the World, Red Men, Eagles, Maccabees, with their auxiliaries. Order of Eastern Star, Rebekahs, Degree of Honor, Royal Neighbors. In recent years there is a Post of the American Legion and the Auxiliary. There is a good Boy Scout organization which promises much help to the boys, and the Camp Fire Girls have an association. For several years there has been a live Den of Lions International, giving the city one of the best service clubs. There was in Oakes a Post of the Grand Army of the Republic, the General Burnside Post, with its auxiliary of the Women's Relief Corps,

but its members have passed on to the higher roll call with the exception of Mr. Curtis of Yorktown, who is now at the Soldiers' Home at Lisbon, and Mr. Payton of Glover.

From the first Oakes has maintained good schools for its children. The first school was held in a little building on Second Street just north of where the Oakes National Bank is located, along side the little hotel building used by Mr. Ladd in 1886, and the first teacher was Miss Belle Brainard. The first school building was erected in 1887, on the south side of the block that is now the location of the new school building. This first school house was of wood construction, two stories high with four rooms. It served the



Oakes Public School

school children until 1902, when a wing was built of brick, and the frame structure of the old building was brick veneered and remodeled throughout. Two years after that, or in 1904, another wing was added, and this was the school house for twenty years, except as it was necessary to provide for more room before the new building was constructed.

The St. Charles Parochial School was built on North Fourth Street in 1907. Mr George Baldwin of Appleton, Wisconsin, owned many quarter sections of land in eastern Dickey County and was around Oakes frequently. Mr. Baldwin became interested in this school and gave it a quarter section of land and other substantial support, and it is now known as the Baldwin Memorial St. Charles School. It occupies a fine building on a beautiful site

and has a good attendance, maintaining good scholarship standards. The school was closed for three years from 1922-1925, but was reopened.

The founders of the new city wanted it to be a beautiful place in which to live, they bought from Mr. Marshall all but four lots which had been sold to private parties of the block on the southeast corner of Union and Fourth Streets and donated it to the city as a park. It has become a beauty spot known as Central Park. About 1909 it was found that Mr. Marshall owned the land just beyond the city to the east and south of the extension of Union Street, and that he would make an attractive price to the city. The citizens went around and got subscriptions and bought ten or twelve acres, which they gave to the city as Donation Park. It now has a ball diamond, extensive play and picnic grounds, and facing Union Street one of the prettiest tourist camp grounds in the country. The whole park is kept up with pride and is a monument to the foresight of its citizens.

Nearly every new town has its fire. It may be one of several, or a great conflagration. In the month of October, 1907, a fire started in the Economy store owned by J. H. Jesson, in the center of the Roberts Block, and burned the entire business block which was housing the Corner Hardware store of J. W. Bush, the Economy store and the Senate Cafe, besides accommodating several people on the second floor. The postoffice building just to the east was burned and the fire got into the Kennedy Block through an open coal window so that block was consumed. The fire was stopped on that side of the street by the solid brick wall of the Lockie Block. As it was, the fire got into the second floor of this building and did considerable damage. There was a high wind at the time so the fire spread across the street and burned the Argyle Hotel, Young's Drug Store, the Union Meat Market owned by W. R. Bishop, and run by Amos Fordyce, and the Fenton Hardware store. There was a vacant lot between the hardware store and the building now occupied by W. H. Bush so the fire was stopped there. There was some feeling against Mr. Jesson, but the sites of most of these buildings were soon occupied by substantial structures that have really made a better looking street.

The city had put in a system of sewers and water works in 1904. Drainage was made to the James River. Three artesian wells, each having a pressure of ninety to one hundred twenty five pounds to the square inch, had been installed, with good four inch mains and hydrants placed at advantageous points throughout the city. Nearly all the business places and residences had been connected with these modern conveniences. With such good water so easily obtained the people had been in the habit of using surface wells for drinking and domestic purposes. These wells were shallow and it was found that they were liable to contamination, so some points were driven down in Elm Street just off of Second Street, and in 1927 a water tower with a capacity of a hundred thousand gallons was erected and the city is furnished with first class water from the city system. It was

discovered that a strong underground current of good water ran under the city from east-north-east, but on account of the possibility of contamination the points are put down about forty feet. There are still three or four artesian wells in operation in Oakes (1929) and several citizens are still using their surface wells. The city has been remarkably free from any disease that could be traced to a water supply.

In 1903 the business men demanded that the city be better lighted so a stock company was formed known as the Oakes Commercial Company and a gas plant with mains was erected, so that the streets could be well lighted with acetylene gas. Most of the business places and many residences were connected with the gas lines. It was the age of electricity, and Dr. Blakeslee of Bemidji came over and started the General Utilities Company in 1912. A direct current system was established in that year. This came into the hands of the Mid West Power Company, and this company sold to the Otter Tail Power Company in 1923. This company was organized at Fergus Falls in 1907 and made its first development by building a line from Fergus Falls to Wahpeton. Shortly after it extended its lines in Minnesota, and about 1920-21 began to extend in North Dakota. In 1923 their lines were built into Dickey County at Oakes. The company has continued to expand until they have over 3500 miles of transmission lines and are furnishing nearly 300 towns and cities. They have a generating capacity of over 25,000 horse power, have over 30,000 customers and are serving a population of over 140,000 people. The Otter Tail Power Company has five hydro and five steam plants. The steam plants are operated from fuel taken from their own mines at Wilton, N. Dak. In 1927 they generated 48,027,747 kilowatt hours of electricity and are supplying twelve of the good sized towns of North Dakota. Oakes is the only town in Dickey County to which the Otter Tail Power Company furnishes current.

The telephone is a modern convenience that is almost indispensable. A telephone system was organized in Oakes by Dr. Boardman in connection with Mr. Ed. N. Leiby of Ellendale and Mr. J. F. Zietlow of Aberdeen. Fourteen phones covered Oakes and there was a long distance line to Ellendale and Aberdeen. A few years later the system was incorporated with the Dakota Central Telephone Company, and since about 1904 the service has required three operators. Mr. H. V. Hemenway, the son of the builder of the Argyle Hotel, is the local manager, and the company has a neat office on the north side of Union Street beyond Third Street.

From its convenient location and excellent train service Oakes has been quite a convention city. Several political conventions have been held here, a notable one in 1900 and some in recent years. It entertained the state encampment of the Grand Army of the Republic in 1904 and the State Firemen's Convention and Tournament in 1907. In 1919 the south-eastern division of the State Teachers Association held its convention here, meeting in the C. M. Hall. Through sleeping cars to Minneapolis and

Omaha have made it convenient for speakers of national note to come to this city.

The school facilities for the children of Oakes became inadequate by 1915 or before. To relieve the congestion a class was established in the council room of the city hall, and later some temporary buildings were hauled up to the school ground to care for some of the classes. Finally it was decided to erect a building fitting and adequate, and bonds were voted accordingly. A fine modern structure was erected on the north side of the school block. As the city had no auditorium nor adequate library accommodation the people voted bonds for the erection of a gymnasium and a library and united their funds with those of the school to complete the plant. As built the school has a fine auditorium, a commodious and well equipped gymnasium, study rooms, a good library room and full class room space, a credit to any city and a monument to the appreciation of education by the people of Oakes. The school has always maintained a high standard and from its classification is known as the Oakes State High School. The first class was graduated in 1892 and consisted of three girls; Grace Boehmler, Della E. Ladd and Jennie May Root. As the school was not at that time classified these girls had to take the state examination in all the subjects and were given diplomas accordingly. The Class of 1893 consisted of one girl, and the high school was officially established and recognized by state authorities in 1893-94. In athletics and in debating the high school has held high rank in recent years.

The old Union depot became inadequate for the growing business of the railroads so in 1917 a new brick depot was built across Union Street to the south and a single office has served since then for both the Northern Pacific and the North Western.

Another new building is that of the Oakes Mercantile Company on Union Street just across the track of the Northern Pacific from the old Union depot. This firm, composed of the members of the Leach & Gamble Company of Wahpeton, saw the strategic location of Oakes for a wholesale grocery house. They incorporated in 1924 and began business in the building of the Oakes Auto & Machine Company, a bankrupt firm. The venture was successful so in 1926 the wholesale house put up a splendid building along the railroad track, and Gordon S. Bader is manager of the company.

The greatest business enterprise in Oakes and in Dickey County is the North American Creamery Company at its branch opposite the Soo depot on South Second Street. The head office of this company is at Paynesville, Minnesota. In May, 1904, this company located a branch in Oakes as the North American Storage Company with a good sized place of business west of the Union depot. They bought cream and made butter and handled eggs, doing an excellent business and proving that there was a real field in butter making in Dakota. Several other ventures had proved successful,

but this branch operated as a storage company up to 1915. They were not churning and were not a creamery in the full sense.

In 1915 Mr. Walter T. Noonan, now Vice-President of the Company came to Oakes to open it as a creamery. The old Storage Company building was sold and became the Bottling Works. A new building was erected on the new site on the Soo Line and the company made butter, repacked eggs and dried the butter milk until 1925. From that time on they have handled poultry, have opened a feed and poultry dressing station, and also installed a chick hatchery. In 1926 they added a down town retail store to sell bottled milk. They have added to their building every year, the greatest addition being made in the fall of 1925. They now have a capacity for making 10,000,000 pounds of butter a year, a capacity in the poultry department of 2,000,000 fowls, and are equipped to handle 75,000 cases of eggs. They have a hatchery with six units of 16,000 capacity each. They operate as a centralized creamery for the south half of the state east of the Missouri River. There are now (1928) seventy-eight farmers who sell them whole milk. The buttermilk is dried and powdered so that it makes a good commercial product. In 1927 the company shipped 378 carloads of butter to the Eastern market. They have their own selling agency in Boston where most of their shipments go. They are one of the largest manufacturing plants in the northwest. During turkey week in December 1928 they bought 125,000 pounds of turkeys at an average of about 34 cents per pound.

The business men of Oakes believe in recreation and take time for pleasure as well as business. They have a very wide awake Golf Club and have laid out excellent golf links four miles north of Oakes on the Singleton place north of Bear Creek. The course is well kept and affords grounds worthy of any one's best sportsmanship. As evidence of the appreciation of this sport it may be said that the Club has taken an option for the purchase of eighty acres on which the links are located, and if they conclude it advisable the enterprise of the members will complete this deal.

In addition to the railroads Oakes has two excellent highways, as No. 1 runs along Fourth Street in its course across the state north and south, and No. 11 comes in from the east to go south to Ludden and west to Ellendale and on to the Missouri River country. There is also a well graded country road to the west of Oakes. To make their city free from dust and mud the streets are oiled and the city is comparatively free from dust annoyance. It is a city of fine homes. Mr. Noonan's residence is one of the best in the state and the home of the mayor, Mr. Bergenthal, comes next. It is a growing city and has justified the expectation of its founders and those citizens who have come later to live within its borders.

CHAPTER XII

ELLENDALE TOWNSHIP, 129-63

[Authorities for this chapter are; Ralph Griffin, A. W. McDonald, Chas. Saunders, L. H. Hull, Nels Bjornstad, Ed McShane, J. M. Johnson, Ed. Pehl, and others who knew it in the early days.]

THE story of this township is so closely interwoven with that of the City of Ellendale that the same sources of information are largely drawn upon, mostly the recollections of old settlers and the files of the county papers, with township and school district records.

The Milwaukee Railroad came into this township in 1881, before there was any organized local government, and has aided the farmers in the up-building of their homes, as has also the Great Northern which built into Ellendale in 1887. The township to the north came very near getting the city, but by the railroad's backing down three miles the city fell into the territory of this township.

The Sunshine Highway crosses from north to south and State Highway No. 11 runs east and west across the township. With these highways and its graded township roads, Ellendale is better provided for as to traveling facilities than any other town in the county. There are now (1929) seven miles of graveled roads in the township with more to be made in the near future.

This township was the first to be completely surveyed in Dickey County, and it is said that Mr. C. H. Pryor of the Milwaukee hired this surveyed at his own expense. The land was taken up earlier than any other, and has always been sought after for homes on account of being close to school, church and market. The land has been largely used for mixed or general farming, as the City of Ellendale affords a home market for farm produce.

Alonzo Griffin had emigrated from Nova Scotia, his birth place, to Boston in 1870. Some of his friends had been in the Black Hills gold rush and had come home with great stories of the vast prairies that were being developed out in Dakota. He came out to Minneapolis, where he heard of Aberdeen and a new branch that was being pushed north into a new country. He went to Aberdeen and he and four other men secured a hand car and pumped it to the end of the line three miles north of where Ellendale is now located. They expected to find a town, but there was none, so Mr. Griffin got off the hand car and walked west to look over the land. He took a pre-emption on Section 3, later locating on the north half of Section 7,

where the family home was maintained for many years. It was on March 27, 1882 that he landed in this region.

He built a shell of a frame house on his pre-emption in the summer of 1882 and his family came out on the 6th of August. When the family reached Ellendale they all got into the farm wagon and Mr. Griffin took them out with a yoke of oxen. That first winter in the shell of a house was a cold one for there was no plaster and only a cook stove for heat. As they had to establish a residence on the homestead they were moving out on April 30th from the pre-emption. They had to get the fire out of the stove so they could move it. One of the children took the hot ashes outside and the wind whipped a spark into some hay which set the house on fire. It burned and nearly everything they owned in the way of household goods went with it. Some wheat was stored in it which they were able to save as it was sacked and could be dumped outside. They tried to save the family organ which they had brought out from Boston, but it was too late. The neighbors were very kind and helped them out; one brought a ham, another a jar of butter and others provided clothes so they were able to get along. Mr. Griffin had built a house in town, 12 by 14 with a car roof, in the winter of 1882-83. When the snow came he dragged it out to the homestead and it was into this they were moving when the fire destroyed the other house on the pre-emption.

The children were too small to help much with the work, but a school was held in the south part of the township, with Miss Owen as the first teacher. Miss Winship was one of the earliest teachers.

Mr. Griffin did some freighting business from Grand Rapids in the winter of 1882-83, and then tried a crop in 1883. Albert Meadows, his hired man, was an expert seed sower for he could sow grain with both hands. He was in great demand as he could sow very fast and evenly. He had a sack with a hoop in the top to open it. It held about a bushel and was carried suspended from his neck.

The Griffins had three bad fires after they located in Dakota. The first was when the house on the pre-emption burned, April 30th, 1883; the second on the property in Ellendale, and again when the house burned out on the road west of Ellendale where Ralph Griffin now lives.

There were three of the Saunders brothers who came to this region in 1882. Steve Saunders, Joe Kilby and L. H. Hull had come by way of Fargo to Jamestown on the train, thence down to Grand Rapids by stage, from which place they walked to Ellendale. They had come down to get land, expecting to take squatters' rights until it was open to settlement. After the land was located they went back to the vicinity of Fargo to work until the next spring. Ed. M. Saunders came out in the spring of 1883, and the group put in the summer improving their places. That spring they were able to file on their land but during the summer Mr. Hull sold his relinquishment to Ed Saunders and after that worked in Ellendale. Chas.

Saunders came out in August, 1884. He was not able to get a claim but bought a relinquishment nearby and filed on it. They were located three and one half miles southwest of Ellendale.

Charles Saunders and Mr. Hull were among the early stage drivers. Steve Saunders was elected County Auditor and left the farm on the flats. He built the first creamery in Ellendale, and was postmaster of that city at the time of his death. Charles and Ed. Saunders moved out to the hills, in Albertha township, in 1895, and were out there in the winter of the big blizzards of 1896-97. Their homes have been out there except that both families moved into Ellendale at intervals to gain school privileges for their children.

Alexander Wright came from Scotland. He had a cousin who owned land north of Ellendale, and it was probably through him that Mr. Wright got the notion of coming to Dakota. He secured land seven miles northwest of Ellendale and brought his large family out to the new country where there was plenty of room for everybody to work. Mrs. Chas. Saunders, who came after the family was located, and Mrs. Shimmin were two of the daughters, Alex Wright Junior, one of the sons, was with the Dickey County Leader at Ellendale for some time and for many years was publisher of the Oakes Times at Oakes, where he is now (1929) postmaster. His brother, Robert Wright, and family, also reside in Dickey County near Forbes.

Nels Bjornstad came to Bismarck in 1882 with the expectation of looking for land in the Mouse River country. Not liking the looks of that country he came back to Jamestown but was unable to secure hotel room, consequently could not get out of his frozen clothes and was ill for several days. When he was able to get around he caught a ride to Grand Rapids, and from there he and Henry Oberman walked to Keystone, where Oberman found some land. Mr. Bjornstad came on to Ellendale, where he helped settlers find land and erect their shanties. Mr. Bjornstad and N. T. Holte bought out a furniture store, in spite of the fact that they had very little money. The store flourished and the business then started has continued ever since, although Mr. Bjornstad sold out his part many years ago, and has been engaged in other business, in later years farming southeast of Ellendale.

Among the many fine farms of the county that of A. W. McDonald on Section 17 is an example of excellent management. The owner came from Ontario, Canada, in 1884, and has made this farm one of the best producers, as well as a real home. He raised a family of three children and amassed a competence.

In April, 1882, John J. Scott loaded an emigrant car at Lyle, Minnesota, and came to Ellendale, Dakota Territory, his being the first emigrant car unloaded in Dickey County. The horses and cows were got out by the piling up of railroad ties, there being no stock-yard or chutes, in fact there was no agent or depot as yet. Mr. Scott "squatted" on the northwest

quarter of Section 21, Township 129, Range 63, which he homesteaded when the land came into market. He returned to Lyle, and the next spring, in 1883, he moved his family to this territory. There were four children; Charles E., James, Margaret, who afterwards married Will Arnold, and Mamie, who became Mrs. Boyd. Two brothers of Mr. John Scott came to Dakota afterward, William and J. T. Scott, the father of Bruce Scott and Mrs. Henry Oberman, who settled near Monango. Charles Scott married Miss Mary Pehl, and they are now (1929) living on Fourth Street in Ellendale.

Andrew Pehl came out in May, 1883, and homesteaded the southeast quarter of Section 30,-129-63. His son, Ed. Pehl now lives on the home farm. The family of seven children grew up and four of them are among the leading citizens of the county; Hannah (Mrs. Ed McShane), Sophia (Mrs. A. W. McDonald), Mary (Mrs. C. E. Scott), and Ed, who is one of the most extensive farmers and stock raisers in this section of the state. Will Pehl is proprietor of a large farm at Terry, Montana, while Andrew is in business at Seattle, Washington.

Patrick McShane came out from Wisconsin Falls in 1882, about the 1st of May. He and Jim McGlynn shipped out several cars of oxen from there to be used in their places in Dickey County. McGlynn started a little lumber yard in Ellendale, and it is probable that he brought part of his original supply in the cars that came with them. They turned the stock out on the prairie when they got unloaded, and put up a shed along the track to stay in till they could locate on their own land. They had looked over land east of Ellendale, but thought it seemed too low and might flood in wet weather so they located to the southwest, two miles from the Elm River. In the fall of 1883 they went back to Wisconsin again and left a Mr. Lemke, who had come up with them, in charge of the stock. A year or two later Mr. Lemke took up a claim of his own and lived on it for many years. In the spring of 1884 both McGlynn and McShane brought out their families. They also shipped out three cars of goods including some horses, household goods, machinery and supplies. Ed McShane rode one of these cars and his two brothers were with him most of the time. The father rode on the passenger train to Minneapolis and stopped there till they came along to see that they were all right.

The day after arrival in Ellendale they unloaded the cars on the ground and set about hauling their property out to the claims, but the families stayed in town for a while. As soon as the cars were unloaded Ed was put to work till mid summer helping dig a cellar for a house and a hole for a basement barn; then when that was done he hired out to a neighbor to shock grain at \$13.00 a month till after harvest. The father put up a real house and a barn that summer, doing the work himself. Both families wintered out on the claims that year. There was nothing to do but care for what little stock they had and amuse themselves with cards or other little parties.

There were no fences to mark the roads, and it was quite a trip to go to Ellendale, so they did not go very often. The home was there till about 1909. In 1900 Ed married and lived on a rented farm at Orient, then moved back to Dickey County to his present location, where he has built up a splendid farm home.

Jim Johnson landed in Frederick on March 23rd, 1883, and went out to Guelph to take up land. Mr. Johnson and a man named Axtell had come out together from Kalamazoo, Michigan. They brought two cars of emigrant stuff, and found traffic on the railroad so great that they ran into a real blockade and were nine days on the road. To locate their land they started at the Brown County line, measured out with a tape line, and made an allowance of twenty rods for variation when the land was surveyed. They unloaded the two cars at Frederick and drove across to Section 35 in Ada Township. Jim took a tree claim and a pre-emption but soon converted the tree claim into a homestead. He had an experience in 1884 that shows the big hearts of the old timers. He had thirty acres of ground prepared for which he had no seed. His man asked him what he was going to do with it. Jim answered, "Nothing, I haven't anything to get seed with." The fellow said, "I have thirty dollars that isn't working, take it and get some seed and put it in." Mr. Johnson did, went to Ellendale and bought some Scotch fife wheat, took it out to his place sowed it by hand and covered it by scratching it over with a spring tooth harrow on which he had hitched a team of five hundred pound ponies. He got 500 bushels of fine wheat so was able to return the thirty dollars and did not have to pay usury. He stayed on the homestead twelve years, then moved into Ellendale where he resided for seven years and then located on a farm west of town.

Charlie Ward, as he was best known, was an early comer whose home was on the southeast of 21. He lived in Ellendale however, most of the time. His daughter, Mrs. Aaron Edgerly has lived in the township or the city ever since coming to the township.

H. H. Sperry was born at Eaton Rapids, Michigan, in 1843, his ancestors coming from Oneida, New York. He was a contractor and builder by trade, and came to Dakota Territory in 1882, settling on the southeast quarter of Section 25, -129-63. He is now living in Aberdeen, South Dakota. His son Robert Sperry married Miss Ruth Tousley of Ellendale.

Ellendale Township took its name from the city that was located within its borders and for the first organization the township and what is now the city were considered a unit. The people of the new settlement wanted better opportunity to organize and support a school, so under the territorial laws the northeast corner of the township, including Sections 1, 2, 3, 10, 11, 12, 13, 14 and 15 was formed into a school district on its own account. Soon after this the other three quarters of the territory of the township was organized as a district for school purposes. When the City of Ellendale organized a special district within its own territory it included only that

part of the old district that was within the city limits. This left an outer zone of land around the city that was a duly constituted school district but without a school house or organized school. Since that time there have been three school districts within the township; the Ellendale Special, Ellendale School District No. 15 (what was left around the outside of the city), and Dickey School District No. 16 which was three quarters of the township, and which maintained three rural schools. Children living in Ellendale School District No. 15 attend the Ellendale City Schools by arrangement between the school boards.

In 1917 Ellendale School District No. 15 made an agreement with the State Normal and Industrial School to send its school children to a new Demonstration Rural School on the campus of the state school. As the school house in the southeast part of Dickey District was considered out of condition to house the children there, that School District also entered into a contract to send the children from that region to the Demonstration Rural School. This agreement was extended over two years and the Demonstration School functioned as a first class rural school. The other part of the district not sending to the Demonstration School wanted better school facilities, so steps were taken to consolidate the west half of the township, but that plan was changed to make the consolidation include the entire district, and although there was considerable rivalry between the parts of the district the proposition carried by a good majority in a popular vote. The district then put up a very substantial and commodious building with rooms for two teachers, and by so doing have not only a first class school but also a community center for their club meetings and other community matters. The tenant farmers in Ellendale School District No. 15 moved away with their families, so the remaining school children were cared for in the Ellendale City Schools.

Representatives from the United States Department of Agriculture had been in Ellendale in the winter of 1916-1917 to look up the location of an aerological observation station. There was then only one station of this kind in the United States, that located near Omaha, Nebraska. On July 12, 1917, Mr. B. J. Sperry came up from Nebraska to complete the arrangements. He leased the southeast forty acres of the southeast quarter of Section 12 (129-63) from Dr. M. F. Merchant for this purpose. Dr. Merchant put up a two story building 26 by 48 feet for offices and instrument room. A building for housing the kites and balloons, a steel tower to carry some of the instruments, and a revolving turret for the reel and instruments were erected. That fall a crew of four men put the station into operation. The station has not only the instruments ordinarily used in a weather observatory, but in addition has kites and balloons to test the upper atmosphere. A kite carrying a self-recording instrument which keeps a continuous record of the temperature, barometric pressure, humidity of the air and velocity of the wind is put up first, then other kites to carry the cable follow as needed.

A cable length of 22,000 meters has been used for these flights. The balloons test the atmospheric pressure by being set to burst at certain pressure, and are observed for height when this occurs. Observations are conducted daily regardless of the weather and much valuable data is obtained in this way. There are now (1929) four other such stations in the United States.

In recent years there have been some excellent new farm homes established near Ellendale. P. J. Rasmussen from Albion township, when ready to retire from his large farm, bought ten acres one-fourth mile east of town and built a nice home with grounds which form a beauty spot of the entire region. A carpenter, John B. Millard, built for himself and family a large house south of town, but unfortunately this has changed owners several times and has not been kept up well. Mr. R. J. Mueller came over from Cogswell and bought the northwest eighty of Section 1 in 1916 and has built up a home that stands as an example of what can be done in a few years in building a home from the raw prairie. Tom Fleming has put in a set of excellent farm buildings and built up a pretty farm home on the north of Section 9 thus making another attractive place from raw pasture land in a few years. Frank Leamer put up a new and modern set of buildings on the southeast corner of his farm on the northeast quarter of Section 10. A. C. Strand established a new farmstead by placing buildings and modern improvements near the northwest corner of the southwest quarter of Section 11, and is rapidly making it a place of beauty by planting a grove for a windbreak and ornamental trees on the front lawn, showing what a few years of good care can accomplish. Joe Lantz, in 1927-28 built a thoroughly modern home on a parcel of land adjoining the Rasmussen place on the west and will make another beauty spot there. Among the newer farmers of Ellendale township should be mentioned Clark Pierce, Wm. Rietz, J. P. Shoemaker, Otto Durheim and Robert Hall.

CHAPTER XIII

THE TOWNSHIP OF VAN METER, 129-62

[This chapter is compiled from the recollections and incidents related by W. P. Brown, James Pollock, John H. VanMeir, Mrs. W. H. H. Mallory, Jess Wilson, Herman Liamatta, Ed. N. Leiby, Henry Dinsmore, Mrs. Will Stores, Nels Bjornstad, and others.]

VAN Meter Township is located by government survey as Township 129, Range 62. It is crossed by the Maple River which flows south and is spanned by six steel and concrete bridges. It is a level and very fertile prairie township, being entirely occupied by well tilled farms. It was settled in 1882 and 1883, before the land was surveyed, and the older residents were "squatters." Ed. N. Leiby was the first to establish a residence, which was made on the southwest quarter of Section 7. This he sold to Dr. Wilkins. This township was in the Aberdeen land district and was very easy to reach from Ellendale, so the land jumpers, who were on the lookout to get locations, could easily make trouble, and the settlers had to stay on their lands to avoid contests. The land was taken so rapidly that it is difficult to know the order in which the homesteaders came.

James Pollock came out from Huron County, Ontario, in the fall of 1882 and put up a shanty on Section 30. He went east for the winter, and returned with a car of emigrant goods and a team in the spring of 1883, only to find a jumper on his claim; so he hunted up another place and filed a pre-emption on the west half of the southwest quarter, and the west half of the northwest quarter of Section 34. His wife had come out by passenger train and as soon as his shanty was up they became actual residents, proving up on the pre-emption in the fall of 1883, on a six months' residence and the payment of \$1.25 per acre.

The Mullen boys,—R. J. and James,—located west of the Pollock farm; also a man named Turnbull who came from Canada. Mr. Pollock bought a relinquishment from Jo Locey in the same section, which gave him a fine farm, which he afterwards sold to Howard Linnell. It is now one of the best farms in the county. The first Mrs. Pollock passed away soon after coming here, and Mr. Pollock married Annie Redmond. Miss Redmond had proved up a homestead in Kent Township. She was one of the few girls who maintained an actual five year residence on her homestead, showing her pure Irish grit. The story of her pioneer experiences is a part of the story of that township.

Mr. Pollock had an extra good yoke of oxen and did forty acres of breaking on his own land in his first year, besides plowing for others and

picking up several loads of buffalo bones. He was among the first in the county to own and operate a threshing machine, which he did successfully for several years. He also cut and stacked a large amount of hay, selling much of it in Ellendale, built a large barn, partly dug-out and partly sod and developed a well stocked and prosperous farm. In later years he purchased a home in San Benito, Texas, where he lives for a part of the year but still comes back to the old home for the summers.

John H. VanMeter was an original settler after whom the township was named. He and his brother E. W. VanMeter came up to the end of the track where there was only a board shanty and a tent. After getting their breakfast in the tent they went out to look over the country. There was some fresh snow on the ground but they looked up some land that suited them, went back to the tent for dinner and hired a man to put up some shanties on four quarters, then walked back to Frederick to find a place to stay over night. From there they went back to Wisconsin to get their tool chest and an outfit with which to set up homesteading. They, with another brother, H. J. VanMeter, and Will and D. A. McLeod, came back to find a new town laid out and a large number of people taking claims. The interior of the townships had not been subdivided so the VanMeters went to running out section lines and helping the settlers in locating. Mr. John H. VanMeter took claims on the east half of Section 8 on the 12th day of May, 1882. He set out the tree claim on the southeast quarter of Section 8 which is now thriving and is a monument to his memory. This grove and the homestead are now the farm property of Mr. Scaggs. H. J. VanMeter took the northwest of Section 8 and the southwest of Section 5. About this same time two sisters of Mr. VanMeter, Mrs. Dyer and Mrs. Mary A. Chambers, took claims, also Emily V. Hughes (afterwards Mrs. Ackley) Clara Watson, and James Bunker, all from Hudson, Wisconsin. W. P. Brown took the northwest of Section 31; John A. Brown and John A. Green located in Section 31. Irving VanVleck and the Gamble boys settled on Section 1, and as the land was getting well covered with claims Mr. VanMeter quit locating and went to work at his trade as a carpenter. The land came into market so they could make their filings in December of 1882. Many of these early comers went back to their old homes for that winter. VanVleck sold his farm on the south half of Section 1 at a later time to Mr. Babcock, who put up the first silo in the township and specialized in dairying and Holstein cattle.

John C. Brown came out from Eaton Rapids, Michigan, in the fall of 1882, looked over the land and went back for the winter. He came out again in the spring of 1883 with a car load of emigrant goods. His family came later (wife with three boys and three girls, "and two bird cages"). They settled on Section 32, 129-62, on April 14th, 1883. They put down the first drilled well in the township, but the water tasted so strong from the pine curbing that it could not be used. In common with all new settlers

they had a fine garden on the new breaking. Mrs. Brown complained of the mosquitoes; they were worse in 1882 and 1883 than they have ever been since. She also remembers that the wheat in 1887 brought forty-five cents per bushel, while in 1888 it brought \$1.20, and the yield was large too.

August Peterson settled on Section 2, in 1883, working at his trade of blacksmithing in Ellendale, while his family lived on and improved the homestead. Their place at the crossing of the Maple River on the road to Port Emma was a familiar land mark, and became the stopping place for many people. Mr. Peterson raised a large family, most of whom are still residents of the county and are exemplary and enterprising citizens. His son Hans now owns the old homestead.

W. H. H. Mallory was a Civil War Veteran who took advantage of the Homestead Act by which his service time could be counted upon residence requirement. He came up to Dakota Territory in 1882 by way of Jamestown and then to Dickey County on foot. He made selection of the northeast quarter of Section 32, 129-62, and then went back to his home in Eaton Rapids, Michigan, for the winter. He came back early in the spring of 1883 to put up a shanty and help others to build, as he was a carpenter by trade.

In April, 1883, there were fifteen families of Michigan people arrived in Ellendale to make their homes. They reached Ellendale on a cold stormy night about midnight, and as the one boarding house was overcrowded all of them had to stay in the little depot until morning. The Mallory family, consisting of the parents and four children moved their household goods out to the claim shanty, which was not completed. A rain soaked their goods as their introduction to the new country, and for some time they stayed with the John C. Brown family who were near neighbors. They found the new country different from their Michigan home in many ways. Water was scarce and it was hard to get good wells. Prairie fires in summer and blizzards in winter gave them rather unpleasant variety. However, they raised a good garden and wonderful potatoes, and in that first winter secured an antelope for fresh meat.

Mrs. Mallory says, "There were no churches nearer than Ellendale, but during the summer time that did not prevent those who cared to do so from attending church, as the lumber wagon was drafted into service; taking lunch with us and starting early, the day was spent in town attending church and meeting friends, returning home towards evening."

A school was held near the Mallory home with Mrs. Mallory's sister Lillian Godfrey as teacher. After the school house was built a Sunday School was organized to meet in it. This afterwards became VanMeter School No. 1. A boat ride on the "Roaring Maple" was an incident that lingers in the memory of the young people. The Mallorys moved into Ellendale in 1893, where the father worked at his trade and where the family still lives.

The Dinsmore family settled in the south part of the township, and at

one time farmed twelve quarters of land adjacent to the homestead which was on Section 22. The head of the family, Henry Dinsmore, was a Civil War veteran and a very public spirited man. He now resides with his son, Charles, in South Dakota, where they are engaged in the merchantile business. Charles Dinsmore was the manager of the farm, and they engaged largely in the raising of horses and cattle, although their grain crops covered from 1000 to 2000 acres.

Two of the Wilson brothers, Ed and Jess, took claims in VanMeter Township. Jess Wilson has kept his home on the southeast of Section 11, while his brother Ed. has made his home in Ellendale. Another brother, Arthur G. Wilson, had his home in the township for a time, but has made his home in Ellendale since the early days.

Charles Perry came in early and located on the north half of Section 19. He was an older brother of the Hon. H. H. Perry of Ellendale. He was a good farmer and raised fine stock.

Besides those already named the following were some of the early settlers; W. W. Davis, Fred Gidner, Dan McLeod, Justin Meachen, C. A. Morrison, Thomas Sefton, Thomas Upton. The parents of the Hatfield boys had a home in this township, and several had claims but did not remain more than the early years.

The first marriage in the township was that of Mr. and Mrs. H. E. Geschke, January 23rd, 1883, although J. C. Laubach went back to Indiana in the winter of 1882 and brought his new bride back in March of 1883. The question of the first birth lies between the child of Mr. and Mrs. Ben Wadsworth and a daughter born to Mr. and Mrs. James Pollock on August 31st, 1883. The first death was that of George F. Dinsmore who died from apoplexy on July 18th, 1883.

The first school in the township was taught by Lillian Godfrey, in the spring of 1884 in the Mussey shanty, over on the west line of the township. Miss Godfrey is a sister of Mrs. W. H. Mallory. She was sent for to open a school and came from Eaton Rapids, Michigan. The first school to be taught in a public school house was in the building at the southwest corner of the northeast quarter of Section 8, and Mrs. Fess was the teacher. This building was later moved up north into the next township.

The first township caucus was held at 2 P. M. on Saturday, March 1st, 1886, at the home of L. W. Wilkinson. The first organization of the township was in connection with town 130 north (what is now Kentner) with Dr. Long as chairman and J. H. VanMeter and Ed Fountain as supervisors, and was called Carlton. But this organization did not continue very long before the large township was divided, in May, 1886. At the meeting to choose a name and elect officers the name VanMeter was chosen, and J. H. VanMeter was elected as chairman. About this time the two school districts were organized separately as VanMeter and Kentner.

Several prominent families of the township came in after the pioneering

days. Mr. Will St. Ores and family lived for many years on the southwest quarter of Section 14, and were prominent and active citizens. They farmed extensively and raised and educated a family of four children. The Historical Society is indebted to Mrs. St. Ores for many items included in this chapter. The family are now living in Ellendale.

On the river, on Section 15, the Billey homestead is located. Mr. Oscar Billey came to Dakota after settlement, and so had to purchase his present holdings. He has erected a fine set of farm buildings, the house being the largest and most commodious in the township. His large family have been given thorough schooling, passing through the district school and attending the State Normal and Industrial School at Ellendale. Five of these young people are now teaching in the schools of the state, and the oldest son is connected with the Dunwoodie Institute and lives in Minneapolis.

In more recent years Mack Webster has built up a fine farm place on the northeast of Section 17, his buildings being the latest word in construction and convenience. The place raises small fruit, tame hay and pure-bred hogs. On the southwest of the same section is the old farm home of the Schmierer family, where a number of fine young people were raised. The father and mother now have a fine home in Ellendale.

Among the other leading farmers of to-day are; Max Holweigler, Herman Lamatta, Howard Linnell, Charles Scaggs, Nels Bjornstad, W. J. Gayman, Chas. Wonderly, Carl Simmers, M. Schmierer, Jess Wilson, Mack Webster, and others. Of the early settlers of Van Meter, there are but seven who have stayed through the trying times of hard winters, short crops and little money, to witness the transformation from an unbroken prairie to a highly cultivated and well settled community of modern homes.

CHAPTER XIV

ADA TOWNSHIP

[The authorities for this chapter are the stories of the pioneers, John Martinson, Herman Liimata, John Laho, Mads Peterson, T. H. McGinnis.]

THE first settler in this township was Mr. McPherson, who came about a week ahead of a group from Michigan. Then a party of home seekers came out by way of Jamestown, some of whom found claims in the township; about the same time a number of Finnish people came out from Calumet, Michigan, and located in the southern part of what is now Dickey County.

For several years people from Finland in their migration to America had come to Calumet, and there they found work in the mines. They were not miners but they readily adapted themselves to circumstances and were glad to find work. This very adaptability made these people good settlers of a new country and the general prosperity of the region they settled has shown their worth. An account of the new land that was available appeared in the form of an advertisement in their Finnish newspaper, as the promoters of the Milwaukee railroad were anxious to have the territory of their new extensions developed.

In the fall of 1882 a man named Abram Peldo came out from Calumet to Frederick to look at the new land. Peldo liked the looks of the country around Frederick and went back with a favorable report to the colony in Michigan. A number of his friends and neighbors later came out and selected claims, putting up some kind of shanty to mark their location and hold their land.

In June of 1883, John Martinson came out with the families of John Laho and John Personen as well as his own family. Laho and Personen had come on ahead to get ready for the families. Mr. Martinson reports that he had his hands full. When they transferred from one depot to another in Minneapolis he had such a procession that he says it attracted the attention of the town. Mrs. Martinson has kept the vow she made at that time never to move again, and the family are still living on the homestead to which they came.

Some of the people who came out were not well posted upon conditions and they brought with them stump pullers, axes and logging tools with which to clear their land. They found a land much different from that in their Michigan home and were pleased that they could put their plows into the ground and turn over the soil without having to grub out the stumps.

When Martinson landed his party in Frederick, Peldo met them and conducted them to his own shanty where they stayed over night. Their

bedding was all in the emigrant car with their furniture so they had to put hay on the floor and use their coats for covers. There were sixteen in Martinson's party and it was still the day of the small claim shanty. The next day the families scattered out to their claims and made the best of the circumstances. The car of goods did not come for some time and they had to sleep on hay till it arrived. The Martinson shanty like many of the others was made of rough boards and the roof leaked, but Mrs. Martinson had a big shawl that she used for a cover for the children. She has to put the bed in the middle of the shanty where the water did not drip so much. In the daytime the bed was put outdoors if the weather was dry enough, in order to make room for the family.

When the men came out in advance to look up claims the country for miles out of Frederick was already taken, and they had to go clear over into the south tier of townships in the new county to get land. As they found desirable locations they would get out some lumber and make some improvements. The land was not surveyed except the township lines and they had to do the best they could to locate so as to get the land they wanted as soon as it was surveyed. Mr. Laho says they did not "gang up" during the period of getting located and while waiting for their families. They wanted to be on their land so that there could be no question of their having actually established their residence.

Herman Liimata was a new arrival in this country and did not belong to the Calumet colony. He had come over from the old country in 1882, and had found work for the winter at New York Mills, Minnesota. He knew some people who had come out to Frederick in 1882 and had written to them to ask if he could get government land and they had written him that there was good opportunity. It was their letter that had brought him to America. So in March 1883 he came out to Jamestown by train and took the stage to Ellendale. His fare was six or seven dollars and he had to stay over night at Grand Rapids. The next day he went to Ellendale and took the train to Frederick. On his first night in Frederick he did not reach his friends but stayed at the home of a Finn who had a dugout house about three miles from Frederick. The next day he located his friends and started his search for land. He spent two weeks looking around and went over most of the south part of the county. Settlers were coming in every day and he had no time to waste but he would not be hurried. He did all this traveling around on foot. He finally located on the southwest of thirty-two, choosing this place because there were two big sloughs on it and he thought a farmer ought to have some hayland as well as cultivated fields. He thought the country might be too dry, but that the sloughs would have hay in any year. He had no papers to make out as the land was not surveyed, but he paid \$5.00 to have some lumber drawn out for a shanty.

D. W. Coon of Hudson, Wisconsin, had been out to Dakota in 1882 and had squatted on a piece of land west of where Guelph is now located.

Mads Peterson had been working for him in Wisconsin and Mr. Coon persuaded him to go to Dakota. So about the first of April 1883, Mr. Coon shipped out a car of stock and machinery for his new place. Mads Peterson and his brother came along, but as they had nothing to ship they came by passenger train. They stayed around Ellendale about two weeks, living at a tent boarding house and walking out to look for a location. The Peterson boys could not find a vacant place for a long time. Every quarter of land had a little shanty on it, but finally they found a quarter that had a shanty on it as a blind to hold it for some speculator. They persuaded Tom Hughs to sell them the shanty and let them enter the land. This was the southeast quarter of Section three. The shanty was eight by twelve and they paid \$15.00 for it. This was for Mads, and his brother made a somewhat similar bargain for the northeast quarter of that section.

Near Grand Rapids, Michigan, lived the McGinnis family. The boys had heard of the government land to be had, so T. H. McGinnis and his brother Patrick and a neighbor, James Foley, came out together to look for homesteads. Seventeen dollars in railroad fare brought them to Jamestown, a new town with a single street along the railroad. They stayed a few days in town, then took the stage to the south. The stage was a three-seated spring wagon leaving Jamestown at nine o'clock. The passengers stopped for lunch on the way and reached Grand Rapids for the night. At this place was a store and a hotel, both new. The next day leaving at 6:30 they had dinner at the "Half-way House" and reached Ellendale that afternoon. The next morning they hired a one armed-man named Chose, a locator, to show them where there was land to be had. They got places close together near to a township that had been surveyed. They hired a team in Ellendale to haul out some lumber and built some "dry goods boxes" for shanties, six feet square with no floors and no furniture. They hired a man to plow a few furrows around their buildings, and after a few days in Ellendale, took a train to Milbank where they worked at threshing a few days and then went back to Grand Rapids, Michigan, for the winter.

Travel in these early days was rather strenuous. Mr. Liimata wanted to get a team of horses which he owned at New York Mills. He crossed the James river at Eaton on a boat and then with a map and compass he set out like a sea captain for his port, taking his provisions with him. Peter Wittelainen, one of his friends near Frederick, was with him on this trip. There were no landmarks to go by except the big sand hills east of Oakes, and from the top of these they could see one claim shanty on the road they wished to go. They reached it by noon and ate their lunch. They were bothered by sloughs but reached a little empty shanty near Milnor that night. There was only tri-weekly service on that railroad so instead of waiting an extra day they set out down the track, made Wahpeton that day on foot, and got a train from there the next day. The return trip took

them five days with the team and wagon as they had to go down to Columbia to get across the James.

These claim shanties were primitive affairs. Liimata's was built of 500 feet of lumber, a shanty eight feet square. The Peterson shanty was 8 by 12. A few settlers used a dug-out, some built up an outside wall of sod around their wooden shanty, making it warm and windproof. Liimata built a new sod house to give him more room than his first shack. He made it 12 by 22 feet inside, hauled the sods from the plowing on a stone-boat and laid up the walls two sods wide, putting pieces on crosswise to tie them together, in this way making a wall two feet thick. It had a pitched roof with rough lumber and tar paper and then sod over that. This house was plastered on the walls on the inside and ceiled up on the roof, making a neat and warm house.

Not many of the shanties were well furnished. Liimata's had a board along the wall for a table and some grocery boxes for seats. The bed was a pile of hay on the floor. The McGinnis boys had bunks built along the walls, a home-made table and a few dishes, and boxes passed for chairs. The others could hardly boast anything better for a time. The food variety was sometimes limited. Potatoes had been introduced into Finland by the returning soldiers after the Thirty Years War so the Finnish people knew that vegetable. Their gardens produced well, and beets, turnips and potatoes were used. They didn't know much about squash and pumpkin and didn't care for them. There was always flour to be had at the stores and the settlers traded their wheat for flour, first at Columbia, then at nearer towns as they were established. There was considerable "batching" by men who had no families with them at first. In the McGinnis neighborhood four men lived together in one house in the winter of 1883-1884. T. H. McGinnis was the cook and he reports that the fare was bread which he made himself from "Snow Drift" flour, salt pork, potatoes, coffee and butter. He did not learn to make pastry. He bought two barrels of salt pork for \$28.00 and managed to fare pretty well. When Mr. Liimata was living alone he reports that his own food consisted of bread, butter, and milk which he bought from a neighbor woman, and some few supplies which he bought from the store in Frederick. He did not make pancakes as the Yankee bachelors did, as that was an article of food with which his people were not familiar. Mr. Martinson used to get some fish with a net in the early years. He is not sure it was perfectly legal but says few people knew what the laws were in those days. He also did some hunting but got nothing except some jack rabbits.

The Finnish people had learned to burn hay for fuel after they came to America. The "Homesteader's Stove" was a sheet iron affair that had to be taken outdoors to remove the ashes. It had one lid on top but could give out considerable heat as well as do the cooking. The McGinnis boys bought a hard coal base burner the first winter but it was no good and they traded

it for another which with the cook stove kept the shanty warm. The Martinsons would sit up late at night and then get up early in the morning to warm the house by the time the children were up. Some of the settlers built a bin for the hay near the stove so they could pull it off without getting so much on the floor. They preferred hay to straw as it could be twisted into a rope with less litter.

The Finnish people wanted their children to learn to read. The schools were far apart and the terms short, the children did not know the language and were timid with the teachers. They learned readily when they got acquainted with the ways and the language of the people. The people had their chores to do and there were church services at Savo, but most families had to find their own entertainment and amusement as best they could. In some parts of the township there were parties and sports and it was not too far for some to go to Ellendale or other towns.

Some of the men had to go out to find work. Some went back to Michigan and Minnesota, and Mr. Martinson went to the Black Hills in the winter of 1888-89 and worked in the mines. He went to Hecla from which place he took the train. He stayed there a year and saved \$700.00. He had \$1500.00 when he came out from Calumet, but his brother had to be helped and he had expenses and losses, so it soon went. While he was away Matt Hanhela looked after the place for him, and Mrs. Martinson and the children took care of the household. Mr. Peterson used to take his team of horses and do breaking for other settlers or haul out lumber, anything that would make a dollar to help out. The first year a few had some land in crops, but a hailstorm destroyed much of it. The raw prairie was hard to break, although some of the settlers did their breaking with a single team of two horses. A good pair of oxen could draw a breaking plow anywhere. The McGinnis brothers had a pair of oxen, worth probably \$200.00 that they drove with lines and harnessed with single yokes instead of the double yokes usually used. Mr. Liimata used an extra ox which he harnessed and drove along side of the other two. Breaking cost \$3.00 an acre, backsetting in the fall was \$1.50 to \$2.00. On the first crop, which was put in late the Petersons got nine bushels to the acre. As they paid \$1.25 for the seed and sold their little crop at 80 cents a bushel they got little more than their seed the first year. The McGinnis brothers got about a twenty bushel crop. The first threshing in the south part of the township was done by a little horse power machine. A steam rig operated in the northern part and that kind of threshing became quite the rule.

Many of the settlers had difficulty in finding a water supply. John Laho had excellent luck and plenty of water. A neighbor dug several times without getting a supply. Later on the artesian wells gave an abundance. Now and then a prairie fire caused a scare but this township was not visited by a serious fire.

The bathing arrangement is unique among the Finns. When building

a new set of buildings it was usual to build the bath house first, a separate building. It was usually of wood construction as that was the material with which they were familiar in their old home country. Their habit of cleanliness is one that might well be emulated and copied by other people, and the custom of bathing which was brought here still seems to persist. The principle of the bathing system is to provide a steam vapor from water thrown on hot stones in a tight room where the vapor would accumulate and start a sweat on the bather. The sweat was rubbed off by brushes or branches of bushes which are cut and kept for use in winter or when they are not available during a growing season. After the steam bath and sweat and rub down the bather washed himself down in water of a fair temperature and then took a cold sousing for a reaction.

The Finns are Lutherans and have several country churches along the state line. There is one south of Port Emma Township in South Dakota which was built in the early days. Before they built this church they used to meet in the houses. The charter members of this church were; William Wattula, John Korpua, Mat Buro, Scara Wantly, Henry Wattaja, Jerry Erickson, Pete Johnson, Simon Waulo, Lars Mollanen. Henry Wattaja was the leader, and this church is known as "the river county church" to distinguish it from the prairie congregations. There is another Finnish church south of Savo in South Dakota, in which the religious tenets are slightly different but scarcely enough to make any material difference. These churches with the one at Savo look after the spiritual welfare of the Finns in this region.

The best known church is that at Savo, a name brought over from Finland by the early comers. Mr. Hanhela owned a homestead but did not have any horses or oxen with which to do breaking, so he offered to donate ten acres of land for a church if they would break fifty acres for him. The neighbors organized a "bee" and about forty men with teams of horses or oxen put in a day and did the breaking. They raised the money for building by subscriptions. They had been holding services in the homes of their members for about two years, and when they built a church they became incorporated under the laws of Dakota. The charter members and the board were: Charley Daniels, Chairman, Aug. Duomas, Secretary, Henry Nickela, Treasurer, N. P. Starkki, Salmon West, William Isaacson, John Martinson, Peter Weitelainen, Abram Peldo, and William Gabrielson, the minister. The labor of erecting the church was donated by the members, and so good a job was done that the original shingles put on in 1885 are (1925) still on the roof. N. P. Starkki was elected a trustee and soon afterward the minister, and has continued for about forty years to be the leader of the flock. The cemetery was also started in 1885 by the burial of Mrs. Hanhela and her infant child as the first interment. This church and the community house at Savo have been outstanding landmarks through all the later years.

The early times were strenuous, but the settlers made the best of circumstances and stayed to see their township prosper. The only village within the township was Silverleaf. This was mainly a flag station until 1914 when a depot was established and agent installed. Several buildings were put up soon after that and the place became a lively little town. The only railroad in the township is the Great Northern, but with the town of Guelph so near the corner of the township there are two stations convenient to the northern part of the township, and it is only a short drive to Hecla, Frederick or Ellendale. When the township was first organized it was a part of Weston, a township that included the congressional township to the north. Later it was divided and the name of Ada given the southern part. It now has its school district with a good organization, and while there was once a settler's family on every quarter of open land there is now about one family to a section.

This township furnished a Representative in the State Legislature in the person of John E. Skoglund. At present Ada is one of the most thickly populated townships of the county. A few of the families there may be named: John Skoglund, Ed. McGinnis, Mads Peterson, Will Wallace, Wm. Poykko, K. Hagen, Emil Liamatta, the Hogana brothers, T. H. McGinnis, M. Verlan, Joe Burkhardt, John Saari, and the Waites, they are making it what it is to-day—one of the best townships in the county.

CHAPTER XV

KENTNER TOWNSHIP, 130-62

[The story of this township is based largely upon the experiences of Ross Canfield as given by his son Edwin M. Canfield, the notebook of Mrs. Ross Canfield, and the accounts of some other pioneers.]

MOST of the New York colony which came out to Dickey County were from around Livonia. They organized the colony before starting from the East and sent out a man, Mr. Hogaboom, to spy out the land. This man probably went out in the fall of 1882, and the colony came on April 7th, 1883. Every one unloaded at Ellendale as that was the end of the road, in fact the only road into the county at that time. They had a special emigrant rate of \$22.50 per head for the people and then had to ship their household goods in addition. Some few shipped stock and machinery, but not many.

After unloading at Ellendale six or seven of the members of the party hired a surveyor to run the section lines as only the township lines had been run by the Government. As soon as the section corners were marked they went out and selected their land and put up shanties and other improvements. Some of the party, among whom were Ross Canfield, M. B. Kent, Carl Hayden and Eli Humphrey, left the rest of the New York folks and went off by themselves to locate as they were not satisfied with the pieces assigned them in Yorktown.

Ross Canfield and Thomas Millham came out together. Millham took a homestead farther east and Canfield one in what became Kentner township. He also took a pre-emption and a tree claim, and bought a quarter, living here summers and returning to Livonia, New York, for the winters till he brought his bride, Jennie Mead of Livonia, back with him in the spring of 1891. The Canfields were the first country people to drive a double carriage, the first to drive an auto, and their son drove the first airplane in the region.

It was easy to get an outfit with which to start farming. The man who needed a team, machinery or groceries went to the stores and got all he needed without paying down a dollar. Probably the wholesale houses were backing this for the storekeepers themselves were limited in resources like the settlers. It cost \$18.00 a thousand for rough lumber and that was all that was used by some, full width white pine sound and clean. But it cost money to hire a team or man to do anything. Mr. Canfield paid \$15.00 to have a man haul out enough lumber on a wagon to build a 7 by 9 shanty, and could not ride at that—had to walk behind the wagon.

Mr. Canfield did a little breaking, about twenty-five acres that first year and got up his shanty and dug a well, and the next year hired some land and put in a crop. The first well was of course a slough well dug shallow, but later they got a good well in a water vein that would supply a thousand head of stock. When the buildings were moved to the new site the artesian well was put in. They used horses and mules for draft animals from the start, although they raised some cattle and broke a few for their own use in later years.

One of the handicaps of the settlers in the early days was the high interest rates. By evasion and discounts the money lender was able to extort as high as 36 per cent for the use of money, and there was no way of getting around it if one had to have the money.

About Christmas that first winter Mr. Canfield and a friend were out on the claim digging the well, and the thermometer went down as low as 56 below zero. There was a band of antelope hanging around and with their Winchester they managed to shoot one of them for food. They went out to the claim once that winter for a couple of loads of hay and stayed over night in the shanty. A blizzard came up and snowed them in, and they had to stay there several days and all the fuel they had was some of the mangers and partitions in the barn. They found one old hen that had been left behind in the fall and lived on that till they could get back to town. They put all four horses on one rig and had all they could do to get back with them.

Byron H. Tibbetts came to Dakota from Concord, Minnesota, and took up a claim in Kentner Township, the southwest of Section 35. In 1886 he was married to Minnie B. Morrill of St. Charles, Minnesota, and brought her to the homestead he had been preparing for four years. He was a Deacon in the Baptist Church at Ellendale and superintendent of the Sunday School for many years. He was president of the town board for many years and an active worker on the school board. In May, 1905, while fighting a prairie fire that had gotten away from a far-a-way neighbor he was caught in it and too severely burned to recover.

The roll of landowners in this township gives the following names;

Albert Anderson	S. R. Kentner	John Patrick
Fred Blumer	E. W. Kentner	Leslie Pratt
Norton W. Bucklin	William Little	Lewis Pratt
Alex Bristol	William W. Little	David A. Pratt
David Creighton	Louis Larsen	William Pingree
James B. Collins	Isaac Lewis	John S. Richie
J. P. Deauneans	Frank Letson	James Robertson
Thomas Doyle	D. H. Long	Edward A. Schiefner
George A. Dugar	W. C. McLeod	Marcellus Simons
Alvin Dugar	Daniel McLeod	John Stephens
Thadden Ellis	J. Virgil McMillan	Joseph Stephens
Frank W. R. Emery	Fred MacFarland	S. K. Stopl

William Finch	James G. Morrison	William Thomas
A. W. Fountain	William Morrison	Earl Thompson
Ezra B. Fountain	F. B. Nelson	Omond Thompson
Chester G. Higgins	H. Nichols	H. S. Thompson
Samuel Jackson	Ellis Owen	Edward Tobin
A. Jefferson	Aaron Phillips	Ole H. Wentzell
Hans Johanson	N. B. Phillips	Jacob B. Morrison

The pioneer men were quite well supplied with modern machinery, perhaps more than they could afford to buy, and much of it was shipped out later as scrap iron. The women in the more prosperous homes were well supplied with equipment for doing their work. Schools were provided and while the location of the buildings did not accommodate all, several removals of the school house brought school advantages to the farmers and a good standard of education was maintained in the township. Many of the women in Kentner have been prominent in the work of the Women's Clubs of the locality, the county and the state.

Prairie fires were bad, and one set by a Soo locomotive burned over a great territory and consumed the hay and feed of the farmers and burned off some fine groves that had been started at great labor and pains by the settlers. The railroad company settled for the damage but could not restore the work of the pioneers in their groves.

The Tuttle Ranch in the northeast part of the township has been a land mark since the early days. This was known as the Emery ranch in the first years, as it was the work of a unique Yankee from Providence, Rhode Island. Mr. Emery had been through years of experience on the plains further south and had the notion of founding a big farm in the new territory which afforded cheap land. He brought out a lot of young fellows from the cotton mills and had them squatting on quarters that could be bought by him later. To carry out this plan he had a number of shanties erected in the township east for later occupancy, but was using these men to hold down some land nearer his own location which he had chosen on the southwest of 2 and the northwest of 11. The neighbors to the east knew the purpose of the extra shanties and pushed them down as they were unused. The Emery people would put them up again but each time the lumber seemed to be scarcer and finally many of the would-be shanties disappeared, whereupon Mr. Emery concluded it was useless to fight against "providence" and confined his attention to his home locality. He built up from the pre-emptions in Kentner township a farm of 15 quarters on which he raised wheat for the main crop.

He was not a really practical man as he bought and brought out here two car-loads of horses that had been used on the street-cars of Chicago, and among the whole lot there was only one team that was able to haul a water-tank for his threshing crew. He had his shanty on the northwest of 11 with the shanties of the men, his barns and corrals, and a long house for serving

meals, in which he had a long table for his helpers. When he built a better house he decided the easiest way to clean up his old shanty was by fire, so after removing the desirable belongings he set the shanty on fire and made his cleaning in that way. He traded this ranch to a Mr. Jones of the Plano Company and for several years it was managed by Mr. Owen, an intelligent farmer who introduced newer methods and later machinery. At a later time the big farm came into the possession of Mr. Tuttle and in that way got its name as known in more recent years.

Martin & Strane, who were carrying on a large line of business in Ellendale had a ranch in the northwest part of Kentner Township, north of the homestead of Hans Johanson and reaching up into Maple Township.

Among the later residents of the township are the two Jury families, Robert Kraus, E. J. Williams, Mike Schmierer, Conrad Mattheis, H. D. Collett, Albin Dahl, John Miller, H. H. Ackerman and others.

Kentner Township has the questionable honor of having the first murder in Dickey County, in 1885. Hackett was a storekeeper and blindpigger down in the neighborhood of Watertown, but had been up in northern LaMoure County looking for a new location. Dille, an old veteran of the Civil War, and his wife, a half-breed Chippewa about half his age, had been employed by Hackett. The party of three were in Ellendale with a load of goods on a wagon en route to the new location. Hackett had been drinking and had been ordered out of town. They left town and camped about a mile east of the southwest corner of Kentner Township, and that night Hackett was killed in camp. Nobody knew anything about this happening until the body was found in a slough on Jo Blumer's land in the northern part of the township on Sunday some days after the murder. Jo Blumer and Henry Barnaby were going over to Blumer's land and noticed something in a slough on the northeast quarter of Section 2. They immediately notified Dr. Thomas the coroner who went out and held an investigation, and the body was turned over to Mr. Emery near whose ranch the finding was made. His two hired men, Ole Bye and Ole Enger, served as undertakers and buried the body in a coffin made from a box in which header machinery had been shipped.

Dille and his wife had gone on to LaMoure and from there to Browns Valley, Minnesota, where they sold the horses and wagon and boxed up the goods and shipped them to Soldiers Grove, Wisconsin, where the Dilles had lived before coming to Dakota. The only clue was a part of an express tag found in the pocket of the murdered man. From this the identity of the man was learned and a brother found. Dille and his wife were found at Soldiers Grove and brought back to Ellendale. They were indicted by the grand jury, put on trial and by confession of the man found guilty. Further investigation ordered by the court confirmed Dille's confession. No marks of violence had been found on Hackett's body at first, but a second examination showed that Hackett had been shot in the ear. Both Dille and his wife

were sentenced to the penitentiary for seven years. Afterwards both were pardoned, Mrs. Dille because she was dying of tuberculosis and Mr. Dille because he was old and had an army record.

When first organized the township was included with the township to the south and called Carlton. Later it was given separate organization and named from one of its pioneers. In 1927 a good highway was constructed through it north and south two miles west of the east range line. For some time Edwin Canfield kept an airplane on the home farm on the northeast of Section 3, and used it for taking people up for the experience and made many longer flights, attending meetings of his and other communities to give the braver neighbors an airplane ride, but in 1927 the Canfields removed to Fargo where the plane was used for long distance commercial purposes.

CHAPTER XVI

ELDEN TOWNSHIP, 130-63

[The story of Elden is based upon interviews with John Byers, George Rose, Josie Lelton Crabtree, and others of the pioneer days.]

WHEN the Milwaukee Railroad first built into Dickey County, the end of the track was about two and a half miles north of the present city of Ellendale, in Section 26,-130-63, in the present township of Elden, and at that place hundreds of cars of emigrant freight were unloaded, though the town was platted in township 129. The farmers got busy and broke up the prairie, and for several years Elden produced more bushels of grain than any other town in the county.

Its land is very level and fertile, and there is no waste land in its limits. The Chicago, Milwaukee & St. Paul Railroad now crosses the township, running north to Monango and Edgeley, with a flag stop at Duane on the southeast quarter of Section 15, where are located two elevators and a store. State Highway No. 4, known as the "Sunshine Highway" crosses from north to south, while the township itself has constructed several excellent graded roads, which make it easy for the residents to market their produce and send the children to school.

In 1882, a colony came to the county from Thompson, Illinois, in a special train which arrived on April 17th. It was the largest solid emigrant train that ever came into Dickey County, and the incoming settlers spread out over several townships, though many took land in 130-63. In the Dakota Atlas of 1886 the name of this new township is indicated as Farmington but when it came to organizing the township the matter of the name was submitted to a vote of the people, and the present name of Elden was chosen by a majority of one vote, as that was the home town in Ontario, from which many had moved.

Among the very first to arrive were Jake Byers and Jim Hodge from Canada, followed in a day or so by George Rose who was in the Illinois group. Mr. Rose secured the north half of Section 8 for his home, which he still owns and farms. He returned to the old home town and married in the fall of 1882, and has raised and educated a family of seven children. One son was killed in the World War, fighting on the Western Front.

On April 1st, 1889, a prairie fire swept the town and destroyed all his buildings, tools, stock and household effects, without insurance. Mr. Rose sold a quarter of land for \$150 to get a little money to build a small home and buy provisions for the family.

It is a matter of interest that the first farmers' elevator in the county

was built at Duane, in Elden Township. It was organized by Frank Letson, Ed. Byers and George Rose, and for over twenty-two years has paid good dividends.

Mr. Rose was one of the surveyors who in 1882 divided the land in the county into regular quarter sections as we know them to-day. In 1901 he was elected to represent the county in the legislature, was re-elected and held that important office for four successive terms. He was also appointed on the Commission of Appraisers by President Roosevelt, when the Standing Rock Indian Reservation was thrown open to settlement. He is now serving as County Commissioner, (1928) and has his home in Ellendale.

Among those worthy of note are William Wheelihan and Maurice Letson who are living on their fathers' old homesteads, and Lee Byers, Fred Byers and Paul Wedell, all of whom were raised here and are making good in this their home township. Will Townsend now owns the Jake Byers government claim; E. A. Durey is on the John Brown homestead and Jess Grey on the Ben Brown place.

Herman Wedell has built one of the most modern homes on Section 20, and amassed a competence. He is now (1928) the representative of his county in the State Legislature. Among the younger set of farmers is Oscar Anderson, who has a fine stock farm on the southeast quarter of Section 11, and specializes in tame grasses and sheep.

No account of this township would be complete that did not include John Byer and his brother Ed, who came to Dakota Territory with the first wave of settlement. It is generally admitted that the Byer family, or the Byer brothers, have raised and threshed more grain in this county than any other family since white people came in 1882.

The Byers family home was in southern Ontario, and the young people were schoolmates of the four Waite brothers of the Guelph neighborhood, and the three Hodge brothers; also the Wilsons, father and three sons of Silverleaf.

Jake Byers came to Ellendale on April 19th, 1882, but John did not come until May 22, 1882. The Canadian bunch organized a well-digging outfit, and put down wells for the settlers in Dickey and LaMoure Counties. They did the best of work and guaranteed it.

These boys relate how they made their beds with grass, which they cut along sloughs with their jackknives, and on May 21st, 1882, it was so cold that meadow-larks froze to death. Breaking was \$4.00 per acre, and teams were scarce, so the settlers could only get enough of the prairie broke to start a garden and plant a few potatoes. There was only one stove in the whole bunch,—a small sheet-iron affair, and it was hard-worked to cook the flapjacks and spiced roll for them all. This little stove was carried out from Ellendale by John on his back. That and a frying pan, a few tin dishes and knives, some blankets, a pick, shovels, a rope and a bucket to haul up dirt in the digging of the wells, was all the personal property owned by the

boys at that time. Later in the summer they bought two scythes and put up a lot of hay; also they bought enough matched lumber to make a table, and in the fall they built a 12 by 18 sod house with lumber roof.

There is a small old house standing on the Abraham farm, between the cement house and the red barn, that was the original house in which the Widow Bishop lived, at the "end of the track." Some say that this Bishop house was the first frame building in Dickey County; at any rate the little house is a landmark.

The first crop of grain was threshed by a little Case outfit with only a twelve horse power engine, a partnership affair that the Buckley brothers, Frank and Archie had taken in because they had \$75.00 in money that was needed to pay freight. The grain was good and the threshing was a successful venture. The farmers boarded the crew, who slept in the straw piles, and the price for threshing was five cents a bushel. Straw was used for fuel for the engine. It was a free burning fuel, but fires started from its use and the Byers lost three threshing rigs through such accidents.

The first school in Elden Township was held in the fall of 1883, with Josie M. Letson (Mrs. J. W. Crabtree) as teacher at a salary of \$20.00 per month. There being no school house the daily sessions were held in the house of A. H. Letson, which stood near the site of the school now known as the Letson School. There were six pupils—Martin, Stella, and Celia Vennum, and Anna, Nellie and Celia Robertson. The only equipment furnished was a box of crayons. For a blackboard they used a piece of tar-paper tacked across the end of the room, and for seats, bunches of shingles covered with pieces of carpet. The County Superintendent at that time was Guy Linder-smith.

Among the present day farmers of the township are Chris Hanson, Adam Schook and W. E. Hanna on the Sunshine Highway, Len Shannon and Charles Abraham and Maurice Letson, who is living on the old Letson homestead. Herman Gentz is a prosperous farmer in the south part of the township, and R. H. Pomplum has a fine new home in the southwest part of Elden.

Owing to the fertility of the soil and good marketing facilities, Elden will always remain one of the very best towns in the county.

CHAPTER XVII

ELM TOWNSHIP, 129-64

[The story of Elm Township is compiled from the early recollections of the Anderson brothers, Mat and Luke Whelan and their sisters, Andy Monteith and others of the early days, and from records of settlement.]

ELM Township lies in the southern tier of townships in Dickey County, being Township 129, Range 64. The Elm River flows through it from north to south, making it a fine location for stock-raising as water is abundant and the grazing luxuriant. In its early organization it was the east half of Lorraine Township, but it soon was made a separate civil township.

Patrick Whelan and his wife came into the country in 1883, from the City of Quebec and went to his brother-in-law's place in Dickey County that spring. Mr. Whelan had been in Dickey County in 1882 to look over the country. He went back and brought out the family, in which there were six children. Mat Whelan was born in Dickey County. Mr. Whelan located in Elm Township, on the place where his son Mat has since resided, taking it as a homestead, southwest Section 8.

When the family came out they first went to the John Keogh home and stayed in a sod house there the first summer. Mr. Keogh was a brother of Mrs. Whelan and his homestead was on the northwest of Section 3, 129-64. He had come out in 1882 and taken his homestead on the Elm where he could get water for the stock. The Whelans stayed with the Keogh family till they could build a small frame house on their own homestead. This frame house had one big room and a hall, and was used as a school for many years after 1889.

Mr. Whelan had been working in the lumber woods before moving out to Dakota. After getting his family established he went back to the lumber woods for the winter. He did not bring his stock with him on his first trip but went back to Minnesota where he had been working and brought out the team he had been driving in the woods the winter before and also brought a cow. Mrs. Whelan stayed in the little claim shanty that first winter while he was away. She had the cow to look after and one of the Keogh boys would come over three miles or more to visit them. There were seven children, the oldest being the twins, eleven years old. Mr. Whelan had cut and carried in wood before he left and piled it up inside, so that they did not have to go out for it. They had a well on the prairie where they drew water with a bucket and pulley, about thirty feet. Their nearest neighbor was John Hickey who lived a mile east. Mrs. Whelan spent the winter taking care of the children. During some of those early

years she borrowed a spinning wheel and made yarn and knitted the socks and mitts for the family. She had brought wool along for the first lot and later they kept sheep and raised the wool.

Mr. Whelan only went back to work in the woods the one winter of 1883-84, and after that wintered with the family. They stayed on that homestead until the children grew up or till about 1902. He had a tree claim also. The boys went out to the hills and dug up some trees and planted them, but the ground was dry and none of them grew. They also planted lots of tree seed that they picked in the gulches. One man who wanted some trees planted hired some boys to plant his seed for him and he did not watch them very closely so they poured most of it down a badger hole. He had as many trees from the badger hole as from other parts of the field.

They made their hay in the hills like many others, as there was not much upland hay on the flats on account of the prairie being burned off so much and the seasons so dry. They thought the slough hay from the hills best anyhow. They also cut wood in the gulches of the hills for fuel.

Mickey Baldwin had a boat on the upper Elm, and when Whelan came along the first time to look for his claim Baldwin charged him a dollar to cross. But Mr. Whelan was an old lumberman and when he came back he found a timber on the creek bank and rode it across the stream and beat the ferry man out of his dollar.

Mr. Whelan had a big gray team and went out breaking for the homesteaders for \$4.00 an acre. He would harvest his own little crop and then go out to earn what he could. One year he would have a good crop and then there would be a poor year and the necessities of life were scarce, but there were many in the same condition. The county had to bond to help the settlers get feed and seed, and sometimes charitable people in the east would send out goods and supplies for the people on the plains who were in need. Along in the eighties a threshing machine set a fire and burned the Whelan barn. The father was in Ellendale and the mother could not save it so the barn, hay rack, wagon and load of hay went up in smoke, but she saved the house. As a means of earning money the family used to herd cattle after they got established, getting a dollar a head to keep the farmers' cattle all summer.

In the big blizzard of 1888 the Whelan dog drifted away and went with the storm, finally reaching Frederick, about seventeen miles away. A farmer there gave him shelter and a month later the dog followed a man to Ellendale. Mr. Whelan happened to be in town and recovered his dog. In 1896-97 there was a hard winter and the Whelans had to haul hay out of the hills where they had put it up during the summer. Snow was so deep they could hardly get through. They had to use a rope at times in the blizzards to make it safe to get to the barn and back in the drifting snow. The father and one of the boys went to the barn on one of these trips and nearly missed the house when they were coming back. The boy was hanging

to his father's coat-tails. John Callan was out there on a cattle buying trip with a buggy and team of ponies and was held at the Whelan place by a blizzard for three days.

There were a few deer in the country in those early years, and as late as 1896 Sid Collins on the Ashley mail stage used to haul out an armful of hay when taking the mail to feed three deer that were wintering along the road near Coldwater.

The Whelan children went to school at the Flint School in summers. School advantages were not plentiful in the winter time. The Whelans had a cannon ball which was picked up on the old place in the early days. It was a solid iron ball, but was lost years ago. About 1905 the Whelan boys were on the Whitestone battlefield and picked up some arrow heads and an army hat ornament. The family got the mail at the Lorraine postoffice kept by Theodore Gray for a time. Mr. Gallagher carried mail from Lorraine to Pierson's place, the mail being brought out on Everett Gray's line from Ellendale to Ashley.

In the fall of 1881 David Monteith came out from Lancaster, Wisconsin, prospecting for land, in company with Tom Shimmin and Miles Helm, but he returned without taking up land. Preparation was made in the following winter, and about April 1st, 1882, their party landed at the end of the track north of Ellendale with two car loads of stock and household goods. Andy Monteith, a boy of ten years, came with them. Miles and David Monteith were cousins, and another man, Jim Helm, was with them on this trip.

They finally located on Section 8, 129-64. Miles Helm had dug a well in the fall of 1881, but the water was not good. Tom Shimmin had a set of carpenter tools and a gun, and he provided meat for all and helped get up the shanties, after which they all went with him over into the hills and built the first improvements on the land that he still occupies.

The group seeded about sixty acres in sod crops, but owing to drought they did not get any harvest. Andy, the young boy, got a job herding cattle. The cows were picketed out with ropes, near the shanty. The Monteiths were ten miles from Ellendale, where the nearest school was located so until 1884 they could not go to school; then one was started northwest of where Ralph Griffin lives. Andy herded cattle for Callan & McClure on the old Whitestone Battlefield, but did not know the historical significance of the place. There were no bones or relics left at that time. Of the Monteith children who came in that early day, two have passed away. Andy and Jennie (Mrs. Walter Haas) are still living in the county.

The John Keogh who built the shanties in Brown County for the Grays was located on the banks of the Elm River west of Ellendale. On one occasion when he was out with a borrowed wagon he had been drinking and he let his horses go to a slough along the road to get water, and they got mired and drowned. Had he let them alone they would have got through the slough, but he tried to make them do as he wished. At last getting

discouraged he called, "Help! Help' H-E-L-P, won't anybody help John Keogh?" Tom Shimmin heard the S O S and went to his rescue but the horses were dead. It is also told that when he began to sober up he studied the situation and asked, "Who am I. If I am somebody else I have found a wagon. If I am John Keogh I have lost a team of horses. Who am I, anyway?"

Among the early settlers about whom we have been able to collect little information are James McGlynn, who located on north half of Section 32; Mr. McShane on Section 32; Mr. James Scott on Section 28, and Dr. L. D. Bartlett who had a fine place on Section 33 and who was a member from Dickey County of the Consitutional Convention which framed the state constitution in 1889.

A. J. Anderson who first lived on a rented place in Riverdale township, took a homestead entry on the southwest quarter of Section 3 that is still owned by his sons, Louis, Sam and Harry. They are among the solid citizens of the county, Louis being one of the leading Masons. The brothers raise corn and feed-grain, and fatten stock on the farm.

Everett Gray lives on the northwest quarter of Section 5, a piece of land for which he traded a horse. His life story is a history of Elm and Albion Townships, and his name occurs frequently in other parts of this and Albion Townships, and his name occurs frequently in other parts of this history. F. W. Fuller came out from Minnesota in 1906 and bought the east half of Section 5. He has a family of four sons and five daughters, two of the sons, Will and Elmer being business men in Ellendale. Ed England who came from South Dakota in 1906, married one of the Fleming sisters and now lives on a new place he is improving on the southeast quarter of Section 10. He is active and public spirited, especially in school affairs, and has an ambition to give his large family a first class education.

On the northwest quarter of Section 23, Will Phillips has built a first class farm home, and is making a success of stock-raising and mixed farming. He owns and rents several quarters of land that are well watered by the Elm River. He has a family of nine children, who as fast as they are ready for it are receiving an advanced education at the Ellendale Normal. His wife was one of the pioneers, being the only girl, Mary, of the Lynde family which came to the Forbes neighborhood in the early days, and their children give promise of following the Phillips and Lynde example, as they are already becoming teachers and entering business in the county.

Frank Anderson is a substantial farmer on the Southwest quarter of Section 23. He married Miss Bertha Strand in 1909, and they have ten children. Mr. Anderson is a very energetic man, giving much attention to improved cattle and hogs.

A distinguishing feature of Elm Township in recent years is the very active Elm Community Club, membership in which includes the entire family and is not limited to residents of this one township as it includes

several families from Lorraine. This club has been organized for several years and held its meetings in the homes of its members, but as its membership was large and its meetings of great interest the club out grew the capacity of the homes and some means had to be found to afford a meeting place. In the same generous spirit that has characterized its work the club set out to build a home of its own. Mr. Luke Whelan donated a building site on the southwest of Section 7. Then contributions were sought from friends, several Ellendale people contributed, and in this way some funds for a beginning were raised, and a basement was dug and walled up in 1923. The labor for construction was donated and the hall completed enough for dedication and use in 1924. To meet the further expense community sales were held, plays and a dance were given and the money used as far as it would go. A furnace was installed in the basement and electricity for lighting was obtained by a transformer from the high line that furnishes electricity for the town of Forbes. It is not yet (1928) completed but a new floor was put in and the building painted in the summer of 1928. The next items are to be new seats and completion of the basement and interior of the main auditorium. The building has been found very helpful in the work of the Club and for school rallies and exercises and is now the home of one of the most active and progressive community clubs in the region.

For a voting place the old town hall near the center of the township is still used. The district maintains three good country schools. The people get their mail from Ellendale and Forbes. The township is crossed from east to west by State Highway No. 11, leading due west from Ellendale on the quarter line to the east side of Section 8 where it turns north a mile and a half to again go west to Ashley, Linton and Bismarck. One of the best bridges in the county spans the Elm River on Section 10. The Great Northern Railroad crosses the township east and west but has no station stop in this township.

CHAPTER XVIII

ALBION, 130-64

[The stories of Tom Clark, Everett Gray, F. A. Bobbe and P. J. Rasmusson, supplemented by the memory of some who knew the township are authorities for this chapter.]

IN the Dakota Atlas of 1886 Townships 130-64 and 130-65 together make the civil Township of Enterprise. Just where this name originated is not told, perhaps for the reason that naming towns does not follow a system. Later when the Township of Enterprise was divided on lines of the congressional townships the east part was named Albion, but the reason for this name is not stated in the early accounts. The word signifies white or whiteness and is an English name of long standing.

Like other townships of the new region it was located by its boundary lines only and the homesteaders took only squatter's rights at first. The Elm River afforded good drainage and the soil was good. A list of its early settlers gives seventy-seven names as follows;

Levant Bangs	Titus Harvey	August Prochnow
Andrew B. Blumer	Frank Harvey	John Prochnow
Wm. Bolen	Carl Heine	James Proctor
Patrick Bolen	Gustav Heine	Peter Rasmussen
John Bolen	John Hickey	Wm. Retzlaff
Michael Bolen	Williams Howard	Andrew Smith
Frederick Bristol	H. B. Homedew	James Storre
Henry N. Bristol	George Homedew	Joseph Taylor
Peleg Bristol	N. J. Homedew	Albert Thomas
John Burkhalter	Henry Hoermann	F. Townsend
P. H. Bunker	James Hyde	Seth Tubbs
William Burton	Robert Karl	Edward Retzlaff
William Campbell	John Keogh	Emil Retzlaff
Wm. D. Campbell	Frederick Kalbus	William Rose
Chas. L. Chapman	Edward Lauer	Chas. Schroder
Thomas Clark	Truman Laurence	Amy Schwartz
Thomas Colvert	Ed. McEntee	Gustauf Steffen
Isaac Cole	S. M. Mowyer	Augustus Steffen
Benjamin Day	Henry Negley	Albert Storms
Carlton Dickinson	Lewis Noding	George Stubbs
O. C. Farnsworth	Anderson Noding	George Towers
Emmett Gray	Augustus Noess	Frank P. Warne

Theodore Gray	George Noyes	Edward Williams
Everett Gray	Hulbert J. Perine	Ludwig Weis
Robert Gregory	James Pierson	Jacob Young
George Harvey	L. W. Pike	Frederick Zinter

Like other townships in a new country its people moved around to other locations, but after forty-five years it still has some of the pioneers, and several families of the pioneers are still living on the old homesteads.

Tom Clark was a farmer in Iowa and had a good place there, but Dakota was being advertised big by the railroads and he got the fever of adventure in new lands. He rented his Iowa farm and came up to Dickey County, landing in Ellendale on April 11th, 1883. He found this a small new town, so with four other Iowa men he went out west of town and located his tract on the northwest of Section 19, 130-64. They had squatted on the land but had gone on with their improvements, and on the 21st day of November, 1883, the land was placed on the market by the Government, so Mr. Clark took both a tree claim and a preemption.

C. B. Moore, one of the Iowa men, and Mr. Clark were in partnership and had brought quite a lot of supplies, horses, lumber, machinery, and 600 bushels of shelled corn, a part of which they sold to the Dunton brothers in Ellendale. As soon as the group got located they put up their claim shanties and went to breaking. Tom got about fifty acres turned over with one team and a fourteen inch walking plow. He worked at this until the 14th of June when he put up some hay, and that fall went over to the Dalrymple farms to earn some money in harvest and threshing. On November 14th he came back with Gallagher and Taeronie whom he located on land near his. He then left these boys in charge and they wintered his stock and hauled out their own lumber while he spent the winter in Iowa getting his affairs there straightened up.

The spring of 1884 was a hard one for Mr. Clark. Hail had destroyed his crop in Iowa and he didn't have much money. He needed some horse feed to get through the spring and as business was done on a cash basis he had to leave his gold watch with one dealer in order to get a couple sacks of horse feed. He was able to redeem the watch with some money he got from Iowa, and later that same year he had to pawn it again to get \$13.00 worth of twine. That spring he had to buy seed wheat, but he was quite successful, getting a crop of 12 bushels to the acre of good quality wheat. Mr. Clark was a single man and with his hired man boarded at Piersons. He was busy on his place and helping his neighbors and wintered on his claim in 1884-85.

New adventure had no terror for Mr. Clark, so the first fall after he returned from the Dalrymple farms, he and a Mr. Bishop, in spite of the cold weather took a drive overland to Ft. Yates. They had heard that the Indians had made a killing of buffalo and they wanted to get some robes. They were two days on the road each way, and did not see a building of any kind on the way except the old stage "half-way house" near Hoskins Lake,



Ox Team Photographed in Ellendale in 1883

and had to camp out near the location of Coldwater on the going trip and at the half-way place returning. At Ft. Yates they found that the Indians had made a successful hunt and they could buy robes at \$5.00 each. Tom bought fifteen robes and Bishop eight. They baled these up and pushed them across on the ice ahead of them, as the Missouri River was frozen over but was unsafe and they were taking long chances in crossing. After getting the robes over to the east side they went back to get some supplies and to see Sitting Bull. They paid an Indian a quarter to show them to Sitting Bull's tent, and the guide got them inside where Sitting Bull was lying on a bunk. The interior was full of smoke from a fire smoldering under a pot in the center, their eyes were filled and water running from them to ease the smart, when Sitting Bull motioned them to sit down on a little bench which was near the dirt floor and below the worst of the smoke. He then told them that they were expected to give him a half dollar each as the price of admission, a request with which they complied. He appeared to be the dirtiest specimen of an Indian in the entire camp, so far as they were able to see. There were some signs of the Indian occupancy of the country in Albion. A skeleton was found on Section 17 and also a big dipper. These were found by the Mellon boys, and Harry Barker found another skeleton further towards the hills.

Everett Gray and his two brothers came from Kalamazoo, Michigan, in the spring of 1882. Everett was not quite of age at the time but wanted to see the world. The Dakota boom was on and he bought a round trip ticket for about \$19.00, a rate which applied from Chicago to Fargo. The brothers came down by way of Jamestown and Grand Rapids to Ellendale. They hired a one-armed man named Schultz and located over in Brown

County and put up shanties, hiring John Keogh to build the shanties at \$15.00 each. Mr. Gray went back to Michigan for the winter. On the return to Ellendale in April, 1883, they found that their claims had been jumped, but not to be defeated Everett took the yoke of oxen and drew the shanties into Ellendale (in the absence of the jumper) and located them on a vacant lot which a brother had bought for that purpose. Fortunately the builder had penciled the name of the owner on the door, so Everett had no trouble in knowing the shanties. About the first of May, Everett Gray located another claim on the southeast of Section 31, 130-64, and the other boys came out and located, taking some homestead land and trading for some. They began with squatters rights and drew their shanties out from Ellendale and began improvements. They had paid the locater \$10.00 each for their first locations but located themselves on the Elm River land. Everett worked in Fargo that summer and wintered in Ellendale working at jobs that could be found. The brothers got along with one yoke of oxen among them for the first years, and one cow, but as they were able they bought other stock and equipment.

For a time Everett Gray drove the stage from Ellendale to Grand Rapids for Martin & Strane, getting the job to replace a drunken driver. Although a new business for him he soon learned the job, and was driving when LaMoure was made the northern terminal.

Peter J. Rasmussen was an early settler and lived in the township for many years building up a good farm, but deciding that he would retire from active farming and to give his daughter an education he removed to a lot of ten acres east of Ellendale and built up one of the beauty spots of North Dakota for his home.

F. A. Bobbe came out from Wisconsin in 1883, but located in McIntosh County with his brother Herman as a neighbor. In 1887 he decided he wanted to live nearer civilization and friends, so he removed to Ellendale and bought out a shop. He had money enough to buy a cow and the man from whom he bought trusted him for the tools. Later he bought a farm in Albion Township and has farmed it by renters or on his own account ever since.

The Heine family has been prominent in the entire history of the township. One of the boys while a student at the Agricultural College wrote a play based on farm life, which was used as the class play in his senior year. He is now manager of a large farm enterprise at Morris, Minnesota, and Emma Zinter, a member of another prominent Albion family is his wife. August Noess was a pioneer and his family has always taken a prominent part in community affairs, and the Noess farm is one of the best in Dickey County. The Ratzlaff family is still represented in the township and the old home is still in the family.

A large number of the people are Lutherans and have maintained an active country church organization of the Missouri Synod. A good church

building was erected on the northwest of Section 25, and the congregation was fortunate in their ministers. One of the ministers who was with them a number of years was also the teacher of the public schools, the Rev. Mr. Kluender. He was a man of high ideals and the community responded well to his leadership and was very successful in maintaining a high type of community life centering around the church, finding their pleasures and recreation in their own circle.

There has never been a village in the borders of this township, but for some years in its early days there was a postoffice known as Pierson kept in the Pierson home on the northwest of Section 19. This was supplied from the Lorraine Postoffice just across the line in Elm Township on the Ellendale and Ashley line. The mail sack was brought up to Pierson daily by Mr. Gallagher or one of his children. When Forbes was established these post-offices were discontinued. The mail for the township is now brought out by rural delivery lines from Ellendale and Forbes.

Attention has been given to good roads although the township is not on the course of Federal or State Highways. There are many good houses, and farm buildings show a pride in appearance and there are many fine homes in this community of progressive farmers.

Fred Zinter Jr. is living on the old family homestead. Near by is the Chris Maack home; also the homes of Henry Schaller, Fred Kalbus, Fred Phelps, Emil Dathe, and Herman Tiegs. All of these old families are now well established, and many are related by marriage among the younger generation, and a real community spirit is shown in the school and church life of the township.

CHAPTER XIX

BEAR CREEK TOWNSHIP, 131-59

[The society is indebted to Mons Nelson, Anton Christianson, John Nelson, George Dill, and others of the pioneers, and to the Oakes Times for the information about this township.]

THE Bear Den Creek was known early in the history of Dakota territory, or in fact before there was such a territory. The name was given the creek by the Indians and the Indian name was translated as "The place where the grizzly bear has his den." This was the name of a hill from which the creek gets its name. The guides of the Nicollet & Fremont Expedition in the summer of 1839 knew the creek by name.

The stage line established in 1880 to connect Columbia with Jamestown ran across this township, and had a relay station where the driver changed teams, and passengers could get meals, or stop over night. This relay station was located on a hill near where the highway crosses the creek, at the corners of Sections 4, 5, 8 and 9, and was a prominent land mark for the early years. The station was designated the polling place for the three townships in the northeast corner of the county in 1884.

Mr. Mons Nelson met in Fargo a friendly Swede who had been out in the Bear Creek region and from his description Mr. Nelson filed on a piece of land for a preemption southeast of where Oakes is now located. Mr. Brown who was located southwest of Oakes, and Mr. Nelson came out to his land that he had never seen before. They came out by stage through Jamestown to the relay station then down to their claims, and proceeded to build two shanties, mostly of sod construction. They had to go to Lisbon for their lumber and finished their dwelling by putting 2 by 4's across on the sod walls, putting on some strips of board and thatching the roof with slough grass. They changed work and lived together that first summer, getting their mail from the relay station.

Brown's horses were old and one of them died so he had to go to Fargo to get a new team. He bought a yoke of oxen and drove overland so was away from home about two weeks. The supplies were low when he left and Nelson had to live on pancakes and molasses. The coffee was gone but he kept on boiling the grounds and extracting what he could from them. Meat was unknown and had he had a dollar to go on he would have "chucked the whole thing." When he could stand it no longer he went to the Bear Creek stage station and got a meal of salt pork and saleratus biscuits, a great relief from his constant fare. There was no garden that first year, but

they got quite a few game birds not being troubled much about the game laws.

Mrs. Nelson came out on October 29th, 1882, the first white woman to make her home in the east end of the county. She came by stage from Jamestown to Bear Creek Station where Mr. Nelson met her. She did not stay long on the preemption before she was persuaded to go to Grand Rapids to help in the hotel there. After Christmas Mr. Nelson went to Grand Rapids and worked for the hotel people as driver of their dray line. About the first of April the Nelsons went back to their preemption to complete their residence and prove up. They did this in order to take a homestead, which they took in the southwest of Section 4, on the east side of the creek opposite the stage station. They bought \$123.00 worth of lumber and put up a real frame house, 12 by 16, papered inside and walled up with sod on the outside. They had to build a sod barn and dig a well. All that spring when he was not making his own improvements he was working out for Benjamine at the relay station, working until June, when he went to breaking on his own place. He managed to get a wagon for \$29.00 so had his vehicle before he had his motive power. He found a yoke of oxen for \$126.00 but as he had only \$100.00 he had to give his note, surprised that it would be accepted. His money was gone as he had already bought a cow, three pigs which had cost him \$10.00 a piece, and a hen and nine chickens for \$2.75. By getting a job of breaking he earned enough to pay his note and buy his groceries.

The Nelsons did their trading at Verona, and were able to get fish from a big spring in the creek and put in a pleasant winter. He had a crop the next year, and with good credit he got well established, and never went into the grain business very heavily, but has kept cattle, hogs and chickens. When the city of Oakes was started they had a trading place there. He sold his homestead in 1910 and moved into Oakes, as he had been afflicted for some time with rheumatism and had to let his farm go.

In 1884 Herman Kenkel (or Kinkle as it is sometimes given) came into the Bear Creek country and started a big farm. The larger part of Kenkel's holdings were over in the township north, but as he needed a large number of men it was quite the practice of the men around Bear Creek to work for him in the seasons of seeding and harvest. In May of 1885 Mr. Kenkel had a serious accident from the accidental discharge of a shotgun which hit him in the arm and the wound was several months in healing. In 1888 he had 1600 acres in crop, but was unfortunate in having his granary and machine shed burned with contents, suffering a loss of \$1300.00.

Anton Christianson came up to Fargo in 1882 with Mons Nelson, his brother-in-law but did not take land at that time. Letters between him and Mr. Nelson were exchanged in the winter of 1882-83, so in June of 1883, Mr. Christianson came out to Dakota from his home at Litchfield, driving a team and wagon loaded with household goods, supplies and feed. They

were fourteen days on the road and much of the time Mrs. Christianson had to walk to relieve the team of all they could of the load. The boy Arthur was only two weeks old when they started on the journey. He filed a pre-emption of the northwest of Section 9, and later took a homestead on the northwest of 3. When he started from Minnesota he had seven dollars in money and his team was mortgaged for sixty dollars. The first winter the Nelsons and Christiansons lived in the Nelson sod house, but the next spring Christianson built a sod house on his pre-emption, and put up some fairly substantial buildings of sod. He and Nelson worked much in partnership, and he worked for Kinkel to earn some money. Both Mr. and Mrs. Christianson secured a steady job with Herman Kenkel and this gave an opportunity for another man to contest their homestead and they lost it. They received \$300.00 for the first year's work at Kenkel's and an increase of \$100.00 a year for the next two years. Then they farmed their pre-emption for a while and bought one of Kenkel's farms. Later they sold their land holdings and got the funds with which they bought a farm from the railroad land grant, on which they built up a good home. He says he had to pay as high as 45 per cent for one loan he had to make and fifteen per cent on another loan.

Mr. George Dill and L. B. Babcock came up to the new country from western New York state, and while they located in Sargent County their places were just across the line and they had much in common with the early settlers of Bear Creek. Mr. Dill brought his family out in April, 1884, and put in some land to crop without very much return. The greatest hardship was water. He put down thirty holes on his place trying to get water and then had to move his buildings to another location to be near water, and this was alkaline. The first summer Mrs. Dill taught the neighbors' children and her own to get them started, but the next summer a school house was built and they had a regular school with Frank Graham as teacher. They started Sunday School the first thing when they got there and three families united, Fifers, Babcocks and Dills. They had these meetings in the homes and Mr. Witham from near Port Emma came over every two weeks and preached for them. A neighbor, Mrs. Short brought over her little melodian, which added much to the pleasure of the services.

In the spring of 1885, Thomas Singleton and his son, W. R. Singleton, moved out to a relinquishment they had bought on the southwest of Section 2 of Bear Creek. They drove across from Fargo and brought out some lumber from Lisbon and put up a claim shanty, and so were prepared for the family when they came later. They drove out fifty head of cattle taking six days for the trip. During the summer of 1886 Mr. Singleton secured a contract for grading on the Northwestern near Ludden and worked six teams at that job. Later he got another contract on the Soo and worked until it froze up. There were two younger boys who took care of the stock and they did some farming. They had a winter school, the house being on

wheels and movable so those who had time to go had the opportunity, but W. R. was fourteen years old and handled teams on the grading crew doing a man's work so did not get to school much at that time. The Singletons kept to the cattle business and have developed the Rosemay herd which now numbers 110 head of fine Shorthorn cattle. In 1898 W. R. took over the farm from his father and started in business for himself. In 1903 he took over the big Kinkle farms which were a few miles farther west. Kinkle was a distant relative and W. R. Singleton became the administrator of the estate. He served as Sheriff of Dickey County from 1925 to 1929.

John Nelson worked on the grading crews of the Northern Pacific west of Mandan and also on the Milwaukee east of Aberdeen, and in 1883 went out into Clement Township and squatted, first on the northwest of 33 and later on Section 4 in Hudson Township. In 1902 he came up to Bear Creek and bought a home on the site of the old stage station, the northeast of Section 8, where Wm. Mills had lived. Here the family lived for twenty years and then moved into Oakes.

When this township was organized it was a part of the town of Climax which included Clement Township also. For a number of years these two townships worked together on schools and government, but later the part east of the James River became a separate school district known as Climax and the township was named Bear Creek. Three railroads built into the township; the Northwestern from the south, the Soo from the east and the Northern Pacific from the north. Where the Northwestern stopped the city of Oakes was established, and the Soo and Northern Pacific also contributed to the building of that city. And from that time the new city was the center of interest in Bear Creek. The Northern Pacific built its Wadena line from Milnor to Oakes in 1901, and the flag stop of Janet was later put in on Section 11.

Several families of the pioneers are still left in the township and in the city of Oakes. One of the earliest pioneers, John A. Brown, a single man, was murdered at his home two miles southwest of Oakes on June 26th, 1896. Rings belonging to Mr. Brown were found in possession of two boys 17 years old who had been at Brown's for some time. With these as a clue the boys were tried in district court at Ellendale and sentenced to life imprisonment.

Alx. Alexanderson built his river boat, the "Wonderland" on Bear Creek in 1910, and carried on the last experiment of boating on the James. Other means of transportation were already becoming more popular and in 1924 State Highways Nos. 1 and 11 were graded through Bear Creek Township, so that the people have easy access to their own city and to other parts of the highway system of the state.

CHAPTER XX

JAMES RIVER VALLEY, 132-60

[The story of James River Valley Township is drawn from the stories of Andrew Olson, Peter B. Bergstrom, Swen Henry Johnson, Mrs. Samuel Glover, George Whitfield, E. F. Stevens and others of the old days.]

THIS township is 132-60 of the government survey and was for a long time a double township, having the township to the east under the same organization. The James River in an irregular line forms its western and southern boundaries leaving large parts of the south tier of sections to Clement Township and taking about 600 acres west of the range line from Wright Township.

Mr. Elling O. Ulness moved out from Kindred, Dakota, in 1883, and filed on the northeast of Section 25. In 1884 he took the house he had on his place in Kindred and another building apart into sections and drew them on wagons to his new location on Section 24. He farmed his land and also put in a small stock of goods, using the building he had brought overland for this purpose. He kept the postoffice named after him in his store. The store building was about 16 by 24 in size; one side was stocked with groceries and the other with dry goods. It is said that one thing he never kept for sale was liquor of any kind, but he could always be relied upon to have coffee and tobacco. This little store was the only place where supplies could be secured between LaMoure and Columbia. He probably got his supplies from LaMoure, and he hauled the mail part of the time himself from that town in addition to keeping the postoffice. Later Edgar A. Kent carried the mail for a period of four or five years, traveling on horse back.

When the town of Glover was started Mr. Ulness moved his store and the postoffice to that place, but he continued to live on his farm on 24, coming up to the store every day and going back to the farm at night. He kept the store in Glover till about the fall of 1888, when he sold out. From that time on the building was used as a warehouse till it was moved out to Section 18, 132-59 where it still stands. By the help of Mr. Whitfield it was loaded on wagons and moved out in the winter of 1897-8. This was the building from Kindred constructed of hewn oak from timber grown on the Sheyenne River there.

Peter B. Bergstrom came from Sweden to America in 1880 and worked in Illinois for two years. He heard of the new lands to be had and came out to Fargo in 1882. He went into a land office at Fargo and a locator there fixed him out with a location at 10 cents an acre, and Mr. Bergstrom made

the filing in May, 1883. It was six months before he saw the land. He left the train at LaMoure and walked overland, finding his location from neighbors who directed him to the right place. He made his home with Mr. Howe over to the south for a week. He had a hammer and a saw with him and hired some lumber brought out from LaMoure and put up a 12 by 12 "mansion," and with a plow brought out by the lumber hauler they made a firebreak, which saved his shanty that fall. When the shanty was made he put in a stove and made a bunk in one corner. He filled his bunk with slough grass and covered it with a few old clothes for bedding.

Mr. George Whitfield was originally from Hamilton, Ontario, and came into Dakota in 1881, where he secured work around the Fargo region. He wanted land and in the spring of 1882 he came out to the Glover region. He came by train to Valley City then walked across country from there alone. At that time there were only two townships in Dickey County surveyed, one around Ellendale and the northeast one. Mr. Whitfield found a good quarter on the northwest of 24, 132-59, then went back to Fargo to file. He and his brother Harker W. Whitfield came out in the summer of 1883. The brother had squatted on a piece of land in 24, 132-60, so they were located near each other, a fortunate circumstance, as George Whitfield was ill all summer, about the only work he was able to do being to help his brother dig a slough well on the northeast corner of his homestead. After Mr. Ulness had established his store Mr. Whitfield moved his buildings over onto the northwest corner of his claim to be as near the center of things as he could and still remain on his own land.

Swen Henry Johnson came out to Bear Creek in 1886 and later worked for some time for George Whitfield. His parents lived in Bear Creek at that time but finally located over in Ransom County. Swen made several trips on which he carried supplies out from Glover a distance of nine and a half miles by carrying the goods on his back. In 1890 he was married to Miss Mary Seter who had a pre-emption on Section 2, 132-59, where they lived for about eleven years, then they went over to the Johnson home in Ransom County.

Mr. Whitfield had to use a mixed team sometimes in the early days; a mule, a yoke of oxen and a bull making up the team at one time. All plowing was done with single furrow plows at first, but toward the end of the 80's gang plows came into use. Harrowing or dragging was done with the driver walking behind the implement in the soft fields, drag carts were unknown. Grain binders were much like those of to-day except that there was no bundle carrier.

The Oakes branch of the Northern Pacific was graded and track laid in the fall of 1886. This line went right across Mr. Whitfield's farm, but he managed to get the grain off ahead of the graders. The track layers followed from the north very soon, but for a time the depot was the only improvements that were put in at Glover.

In these early days life was simple and in most cases happy. There was much work to be done, but people had time to visit their neighbors and help each other. They felt a personal interest in the other settlers and their friends meant more to them in those days of pioneering. Food was plain but plenty; there was no lack of simple, substantial food and clothing. Wool was raised on the place and sent to the woolen mill at Grand Forks to be exchanged for cloth and yarn. The market for most farm produce was slow and it was difficult to get hold of any real money, and what was secured was needed for taxes, machinery and such supplies as could not be produced on the farm.

Mr. Samuel Glover was from Delaware, Ohio, and he had originally intended to settle in Kansas but not liking that country he decided to go further north, as the "chiggers" and other torments of that warm country were too much for Mr. Glover and his wife. He had a quantity of Northern Pacific stock which was not very valuable at that time but it could be traded for railroad land at par. He came up into this new part of Dakota to look around, and after careful inspection he bought 30,000 acres of the railroad lands, and a year or two after that purchase he organized his affairs, erected buildings and hired competent men to carry on farming on a large scale. When the railroad sold this large block of land to Mr. Glover they became interested in its development and told him that if he would actually develop it they would build through to Oakes, which was done and a station established and a townsite laid out and named after Mr. Glover.

Much of the Glover holdings were over in LaMoure County, but these were disposed of in later years. Much of the land held in Dickey County was held in tact, although it has been subdivided into smaller farms and managed by tenants or local managers. Mr. Alderman is the manager of the Glover Holding Company and has lived in Oakes, from which place he directs operations. Ed Hisley was one of the foremen on the ranch and worked for the company on one of the subdivisions near Glover, although he had some land of his own. Nels Anders was another old employee of the Glovers who has remained with them for many years.

One of the big industries connected with the Glover operations was the sheep business. There were at one time 40,000 head of sheep, brought in by several different shipments from Montana. Some of the cattlemen were not pleased with the invasion of the sheep, and as several hundred sheep died it was thought they had been poisoned by the cattlemen using salt-peter. The sheep were watered at springs along the bluffs or at the James River until the flowing wells were put in in later years. There were several of the sheep plants in different places and these had to be supplied from the home ranch, and it required considerable driving to get around to all of them.

After the postoffice was moved up to the townsite and the name changed to Glover several business houses were established and the town became the trading place for a good sized region. A very convenient church was built

in the new town and church services and Sunday School maintained.

One of the new business men who came to Glover and whose family has been prominently connected with all the activities of the town is that of Mr. O. Andrew Olson. Mr. Olson was born in Norway, came over to Quebec and later to Wisconsin, where he was in business until 1888 when he came to Glover. Mr. Ekern with whom he was working in Wisconsin had heard from a traveling man that there was a good opening in the new town in Dakota, so Mr. Olson and L. P. Ekern came up and looked over the location. They bought out Mr. Ulness and took over the postoffice. They continued in business as partners until 1893, when Mr. Ekern inherited a legacy from his father and went to Superior, Wisconsin, to engage in the wholesale business. After 1893 Mr. Olson took over the Glover business and continued it until his death in 1905, when his sons, J. Oscar and C. Edwin and the daughter, Mrs. Clara Groshans took over the business and conducted it for about twenty years, when they sold out. The younger people had become interested in farming on their own account and found plenty to do in managing that business.

Glover people have always been interested in good schools, and have maintained a good two-room school in the town. With the change in the farming business that has come since the World War there is not the same volume of business there used to be, but it is still a prosperous village and the business center of a good population. From one of the families there has gone out a young man who has made his mark in the world in a way that does not come to every one. John Stenquist received his inspiration as a country boy from his course at the State Normal and Industrial School and finally graduated with high honors from Columbia University. In the time of the World War he was asked to assist the officials who were giving the army intelligence tests, a service which he performed remarkably well. Not being satisfied that the tests for intelligence that were being used were adapted to determine the mechanical ability of the young men, and remembering his own start on the road to education, he invented a mechanical ingenuity test that was something completely new and that met an unnoticed need. Mr. Stenquist is now the psychology research director of the schools of the City of Baltimore, Maryland (1928).

In 1921 township 132-59 was cut off from James River Valley and the two towns maintain their separate organizations, although retaining much in common interest from so long association.

CHAPTER XXI

DIVIDE TOWNSHIP, 132-59

[For the facts of this chapter the Society is indebted to Mr. and Mrs. E. F. Stevens, B. H. Stevens, Julius Dethlefsen, Pel S. Anderson and others of its pioneers.]

DIVIDE Township was for forty years so closely connected with James River Valley Township that its history is largely interwoven with that of the other township. Divide lies in the northeast corner of Dickey County and was one of the first townships to be surveyed. Probably the surveyors were the first visitors to the region, as the Nicollet & Fremont expedition went up the James and therefore missed this territory. Bear Creek comes down through the township from the north, and the old stage line must have crossed a corner near the river.

In the spring of 1882, Mr. E. F. Stevens and Mr. Richard Fallon came up from Mediapolis, Iowa, to Fargo, with the intention of taking up some land in Dakota. Mr. Fallon had been in the Red River Valley the season before and thought that some good land was available, consequently they headed for Fargo where the land office was located. Some of Fallon's friends had told him that there was some fine land between the James River and Bear Creek that had not been taken. In order to secure good claims they preferred to go a long distance out from the established roads and take a chance that the railroad would be built to them later, for they wished to get good land and location at the beginning rather than take second choice in order to be near roads already established.

Some of the experiences of Mr. Stevens and Mr. Fallon are told in the chapter on Pioneer Experiences. They made filings at Fargo, taking the word of the man at the land office, after promising what would happen to him if he located them on poor land. These entries were made on March 9th, 1882, then the two friends went to work on one of the big farms in Cass County for the spring. About the first of July they started for their claims, went by rail to Jamestown and then started down the valley trail for Grand Rapids on foot. They were fortunate to find a homesteader's shack where they secured something to eat and reached Grand Rapids on the evening of July 3rd. They remained here for the Fourth, where the chief interest of the people was centered upon a conference with the officials of the Northern Pacific Railway about building a road to that town.

On July 5th, the new settlers started for their claims. They had no roads to go by, except that the corners of sections in LaMoure County were

marked with wooden posts. In Dickey County they could not read the markings on the stones at the corner locations and went back to Grand Rapids, where they bought some lumber and hired a man to take them to their claims. This man could not read the locations either so they unloaded their lumber on the prairie as near their claims as they could guess. After wandering around the country they found a man at Bear Creek relay station who could decipher the markings on the stones in Dickey County. They hired this man for \$10.00, a lot of money for those days, to draw their lumber to their claims, three quarters of a mile away, and in this way Mr. Stevens got his lumber to the corner where his buildings are located. Mr. Fallon's claim was nearby. Here they built their shanties and stayed in them long enough to establish a residence, then started for the Cass farm near Fargo on foot in order to earn some money with which to improve their claims, and did not return until the following spring. Upon their return they walked on to the northeast along Bear Creek, as they had gone to the relay station with Mr. Mills who worked there. They passed within sight of their own two shanties but did not recognize them and were curious as to who could have located in that vicinity without their knowing about it. They walked for twenty-two miles towards Lisbon before they saw another sign of civilization.

Most of the settlers had but little money and no help and were obliged to do without many of the actual necessities of life, for instance, the first wells were merely shallow pits dug in the border of a slough or stream bed, and though filled with frogs and pollywogs were used for drinking water. Some of these holes were dug in ground so saturated with alkali that the water was too bitter to swallow, and beans cooked in it were harder after several hours of cooking than when taken from the bag. Coffee was ground by placing the grains in a tobacco sack and pounding them with a hammer on a wagon wheel.

Mr. Fallon now stayed on the claims most of the time while Mr. Stevens worked out to secure the necessary cash. The latter made occasional trips to bring supplies until the fall of 1884, when he went to Iowa to pick corn and chop wood. He had just recovered from an attack of Red River Fever, a form of typhoid, when he arrived at the farm home of Mr. Gauss to secure board. The two young ladies of the home did not look on the travelers with any favor, but Mr. Stevens felt differently, and though until that time he had not considered really making a home for himself, decided that he would, provided he could secure the young lady of his choice for his bride. Miss Gauss evidently changed her mind very soon, for never having met Mr. Stevens until he came to her father's home December 1st, she married him the following March and came with him to his claim. They lived in a sod shanty on Mr. Fallon's claim until Mr. Stevens, with the help of his father, a Baptist minister from New York who had come out to visit the newly weds, could erect a frame house. Here they lived until the fall of

1892, when growing weary of pioneer life they decided to rent the farm and move to Iowa. They arrived there, however, during the dry years and were glad to return to their Dakota home a few years later and have remained there ever since.

When Mrs. Stevens came out to this country as a bride and had reached the homestead she said, "I looked for his house but saw only a shanty, 8 by 8, with a shed roof. There was also a sod stable. This was built wholly of chunks of sod piled upon each other while the roof was made by putting scantlings and other pieces of sticks across the top and covering it with straw. The shanty house had no window and no place for a chimney, so we moved into Dick Fallon's sod shanty which stood just across the line from our homestead. This sod house was made of rough boards with a hole in the roof for a stove pipe. It had one tiny window with four small panes, and a door. The outside of the shanty was sodded up to the roof, and the cellar was in the middle covered up with boards. All the furniture was home made. There were no chairs. We used benches to sit on and had a home made cupboard to hold our dishes and food.

"LaMoure was our trading place and that was about fifteen miles from our home. Our wagon had only planks laid on the running gears and we would stuff a grain sack with hay and use that for a seat. I did not go to LaMoure often; it was such a tiresome trip. The oxen walked slowly chewing their cuds. Sometimes I would get off and walk. I could walk faster than the oxen.

"Sometimes I would not see another woman for weeks at a time. The winters were long and cold with much snow. The antelope would come up to our hay stack by the sod stable nights and eat hay. We could see them day times running across the prairie."

Blizzards, prairie fires and lack of wells were the chief menaces to life in those early days, but they survived them all, even though a prairie fire once came close as their yard and only by extreme exertion could they divert its course around their small buildings. At another time during the winter of 1886-87 a blizzard nearly robbed the little home of its provider, for one wintry day, Mr. Stevens and his younger brother Burt, a lad of eighteen years who had come from York State to visit but who stayed, went to Oakes, then a new little town for supplies. They walked dragging a small hand sled after them. While there a blizzard began, and they tried to get a wild train which was in town to bring them within three miles of their claims, for by that time the railroad had reached the new settlements. They were refused, however, so walked up the track not daring to trust to the open country. The blizzard was so bad that they had to watch continually for the coming of the train for the roar of the storm would drown any noise it would make. They finally reached a deep cut where the snow had been shoveled away from the track and seeing or hearing nothing of the train decided to go through instead of wading around. Traveling rapidly

they soon reached a place where the wall of snow was shoulder high when Burt glancing around saw the headlight and yelled, "Jump." They threw the sled ahead of them and jumped after it with the engine so close that it just grazed Burt's shoulder as it swept by. They were then about four miles from home but decided to push on instead of stopping at a neighbor's house who lived near the track, although the blizzard was still raging. Abandoning the railroad track they pushed on across the now trackless prairie and kept in the direction of home by noting the general direction of the wind.

In the meantime, Mrs. Stevens was alone with her six months old baby except that Mr. Fallon was still living in his shack nearby. She finally became so worried that she asked him to hang a lighted lantern high on the sheltered side of the house so that it might help her husband and his brother should they become lost, which is just what they did. Burt, who was several years younger than Mr. Stevens wanted to stop and rest for his strength was far spent, but since that would be fatal he was urged to continue. Finally, during a lull in the wind a light was seen in the distance and they decided to find it if they could, abandoning all thought of reaching home that night. They could see the light only at short intervals but continued on their way until finally they were both amazed and delighted to find that they had reached home. Their journey of four miles had taken five hours of time.

Practically all team work was done in those days by oxen and since improvements were few the chores were light and the settlers, who had now come in numbers, had fine times visiting with each other during the winter season. Every one was poor in this world's goods and all were having nearly the same experiences, so friendships were near and dear, especially as most of them were young married people seeking to carve their homes out of the prairies. On one particular occasion Mr. and Mrs. Stevens were going to visit a neighbor, using their usual means of conveyance, a sled drawn by an ox. When they neared the home Mr. Stevens jumped off and seizing the animal by the head led it to the door and turned to help his wife off. Imagine his astonishment to find her sitting on the sled several rods back laughing as hard as she could. It had become unfastened as soon as he left it but she had said nothing.

On wintry days they found amusement playing with a pet ox. They would hitch him to a sled and Mrs. Stevens would ride while her husband would lead him to a considerable distance away from the buildings and then attempt to mount the sled. The ox, however, enjoyed the fun as much as they did for he would turn rapidly and run for the barn, never allowing Mr. Stevens to get on. When he ran the ox ran and when he walked it walked. When it neared the barn it always entered at a dead run so that Mrs. Stevens always rolled off before it arrived.

In later years when the county was well settled Mr. Stevens became a

member of the state legislature and still later county commissioner. He and his wife were interested in both church and schools and did much for the betterment of their community. They have seen their children, three daughters and one son grow to womanhood and manhood and all have been well educated. They have seen the county develop from raw prairie land to fine settled farms, and the schools from a few rural schools to a fine modern system, including several standard high schools and the State Normal and Industrial School at Ellendale, a situation which offers a complete education to the young people in their own county.

Burt Stevens came out to what is now Glover in 1886, and lived with his brother Fred for a time. In the spring of 1888 he went onto the northwest quarter of Section 20, 132-59. His live stock consisted of four oxen and a tom-cat. The improvements on the place consisted of a shanty 8 by 10 which had been built the fall before; a well and a stable were also provided. The well was not completed until the fall of 1888, and in the meantime water was hauled in a barrel from a well on the northeast of 20. The first barrel was one that had been used for kerosene and though it had been burned out it was still saturated with the taste and odor of oil. A batch of beans cooked up on Sunday was supposed to last all week but the flavor of the kerosene was too much and not even the animals would eat them.

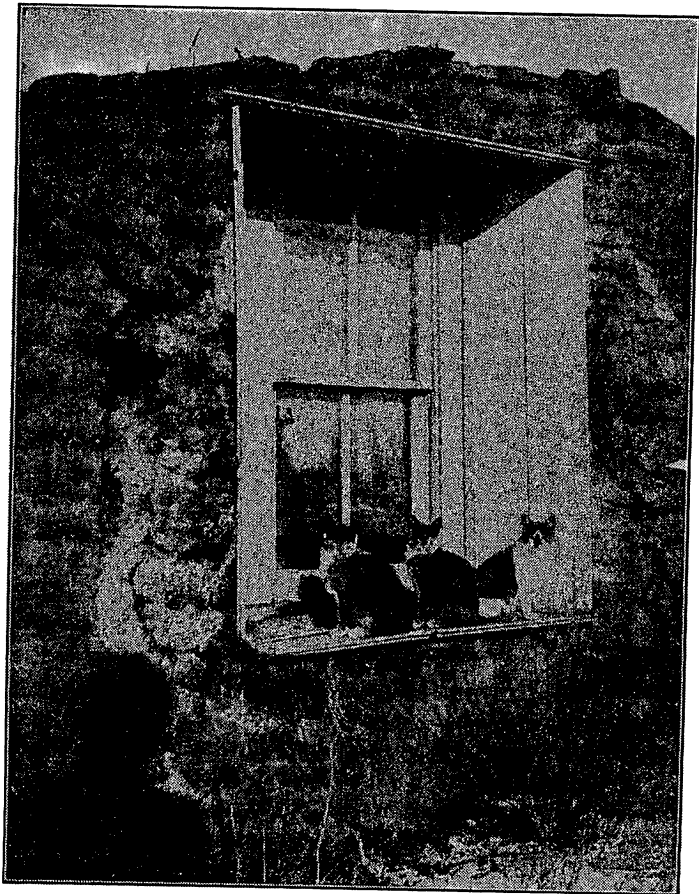
Burt was married in the spring of 1888 and moved onto the place on Section 20 and made his home there for at least twenty-eight years, being there during the hard winter of 1896-97 when the snow was so deep. In October 1916, he moved into Glover from the farm and has since made his home in that town.

Pel S. Anderson first came to a location in Bear Creek Township south of where Oakes now stands, and his story is told in part under that township. He worked for Kinkle near the mouth of Bear Creek part of the time. In 1883 he got the pre-emption but he did not go onto it until 1884, when he commenced to make improvements and went there to live. About 1890 he moved up to his present location in Divide and has since made that his home.

Julius Dethlefsen came over to America from Germany in 1883, and did a great deal of work for the Northern Pacific Railway. In the spring of 1886 he worked near Elliott and came to Glover after the summer work was over. He lived with his cousin, Mr. Syvertson, a mile or two southeast of Glover, in a dug out in a lake bank. In 1887 he was working for Kinkle near Bear Creek. Two years later he took charge of Syvertson's place after his cousin's death and in 1894 bought the farm, the north half of Section 24, and has made his home there ever since. The land on 24 was bought on an unusual contract as the price was 5,000 bushels of wheat to be paid as follows; one half of the wheat crop raised on the place was to be turned in as a payment each year until the total of 5,000 bushels had been delivered. No interest was to be paid on deferred payments.

Mr. Dethlefson has described the dug-out and the winter spent near Glover. "It was dug into a bank of a slough. There were two rooms in it with only one window. One apartment was used as a storeroom for straw, which was used for fuel.

"Up till the 12th of January in 1888 we did not have much snow, but on that day we had a terrible blizzard. In the morning it was calm and pleasant until nine o'clock when it started to snow very heavy and in another half hour the wind commenced to blow very strong. In fact it was storming



The sod house and three cats belonging to P. S. Anderson, of Oakes, in pioneer days.

so bad that both of us did not dare to go to the barn which was also a dug-out where we kept the oxen. I stayed at the door of our dwelling while Mr. Syvertson went and fed the oxen. Every once in a while I would "holler" to him and he would answer. In this way he managed to get back to the dug-out. The storm lasted three days and after the storm there was four

feet of snow over our dug-out. Consequently we could not tell whether it was day or night. Nor could we tell when the storm had subsided only by digging a hole out through the snow at intervals. In order to get a hole through the snow we had to shovel it into our room first until we got a hole to the top of the snow and then we would throw the snow out of our house again. These three days were the longest in my life.

"After the blizzard was over we had to dig a hole in the snow down to the window in our home so we could get some daylight into the dug-out.



P. S. Anderson's Pioneer Home

The next task was to dig a tunnel into the dug-out where we kept the oxen where they had been stranded for three days without food or water. We supported the roof of the tunnel with fence posts and hay. From this time until spring it stormed nearly every day, so we had a time to keep the hole in the snow to our window open. Therefore in order for us to tell when it

was day we had an old shotgun which we would stick up through the stove pipe on the dug-out.

"From this time until spring our biggest task was to obtain dry straw to use as fuel. We could not get through the snow with a wagon and a sleigh we did not have, but we managed to drag the straw over the snow in a rope sling. Over the worst drifts we had to pull the straw by hand, and the balance of the way we hauled it with an ox. We did not have but a small amount of tobacco, so we mixed what little tobacco we had with some prairie tea and smoked the mixture. In the spring when the snow melted our dwelling was a sight, as the water seeped down through the roof and ceiling, and the water in the slough was only a short distance from the door."

For the election of 1884, the relay station at Bear Creek was made the official voting place for the four townships in the northeastern part of the county, what has since become Bear Creek, Clement, Divide and James River Valley. Upon the organization of civil townships this township was included with the one to the west as James River Valley and the combination was continued for nearly forty years. Glover, just across the line about one-half mile was headquarters for all the people. But for some time there was a feeling that the old James River Valley was too large, so in 1921 a petition was drawn up and widely signed to organize congressional township 132-59 as a separate civil township. This petition was presented to the adjourned July meeting of the County Commissioners and the division was finally passed upon September 6th, 1921.

When the question of a name for the new township was raised the petitioners had no name selected. Commissioner F. M. Walton suggested that Divide would be quite appropriate, and Stevens was made the second choice. It was found from the Secretary of State that there was no township in the state named Divide, so that was officially adopted as the name. The school district was given the same name. The division of property for the civil township was made on February 1st, 1922, and the arbitration meeting for division of the property of the school districts was held on May 1st, 1922, since which time the township of Divide and the Divide School District have had their own individual existence.

CHAPTER XXII

WRIGHT TOWNSHIP, 132-61

[Credit is due B. L. Nelson, Andrew E. Howe, Mrs. Peter Jorgenson and Martin Mattson with some others who knew the story of Wright Township for this chapter.]

LARS Holm and a Mr. Knutson had been through township 132-61 in the fall of 1881 and had seen the land, so in 1882 they and some of their friends decided to take claims there. Peter Jorgenson and Lars Holm came over from Minnesota in March to look up claims. There was a bad storm on the way, so it was April 4th by the time they reached their locations. The section lines had not been run by the surveyors, so to get the approximate corners of the land they wished they took a string measure and ran a line in from the corner of the township. While this did not come out exactly it was close enough for practical purposes. On this trip they had come down from their stopping place over in LaMoure County with two old oxen and a stone-boat. On their return they found that Cottonwood Creek was in flood, and after a search for a crossing place they decided to get across the best they could, so Holm rode one of the oxen and Jorgenson stuck to the stoneboat. They were both soused and covered with ice when they got across, so they gathered some willow brush and thawed themselves out in the shanty where they were staying. Mrs. Jorgenson says that was a sample of what the people had to contend with in those early days.

Miss Carrie Swenson came into Dickey County in the spring of 1883. She was born in Norway but had been in the dressmaking business for three years in Fargo and Jamestown. Mr. A. E. Howe was engaged to Miss Swenson and as they were from the same community in Norway they were old acquaintances. In 1882 Mr. Howe and Peter Berg went down to Dickey County and selected some land, and Miss Swenson made filing for the homestead of Mr. Howe in the spring of 1883. They secured an ox team and a wagon, with some furniture including a New Home sewing machine, and went over to the homestead on the northeast of 24-132-61. While the shanty was being built Miss Swenson stayed with the Jorgensons on the river bottom about two miles from the Howe claim. The men built a good solid sod house and barn, papering the house with newspapers. Fresh weeds were used for rugs in the summer time.

After the buildings were completed Mr. Howe went over to Fargo to collect some money that was due Miss Swenson and remained there to work while Miss Swenson stayed at the homestead. Gunder Ostrom told her that

as long as she was to stay at home while Mr. Howe was away she was to have a good gun for self-defence and should learn to use it. He loaded up the gun and showed her how to use it, and though she was afraid to fire she did so when Ostrum pinched her arm. This shot gave her confidence and her first attempt at game shooting resulted in the death of a gopher. On the day Mr. Howe returned from Fargo she shot a wild goose and a large mallard duck. On other occasions she killed many wild ducks on the river near the home.

When Mr. Howe returned to the homestead he borrowed a wagon and drove to Ellendale where he bought some lumber for the claim shanty and a winters supply of groceries, and a cow which cost him \$45.00. He offered \$1.00 for a hen but didn't get it. Some time after this both he and Miss Swenson made another trip to Ellendale for a license and then went to La-Moure and got married. This was in December and there was a little party given them at the home.

The winter of 1883-84 was spent on the claim wintering stock. There was some trouble from the stock rubbing on the walls of the sod house. They liked to stick their horns into the sod and rub, but it was hard on the house. The garter snakes liked to get in the walls of the building, especially in behind the newspapers that were pegged to the walls inside. There seemed to be a great many of these creatures on the river bottom on the Howe place.

The Howe place was for many years called a "stopping place" as most every one going along the valley would stop at Howe's. There was some one there almost every night, some were there even the night of their wedding. These guests were careful not to make any trouble in any way, especially the Finlanders who stopped frequently. The Howe neighbors at that time were; Walter Watts on the present Hanson place, Mrs. Larkin and her son Ray (who was later a physician), Mrs. Connor and her two sons, George and Will, on the present Julian Arndt place, Mr. Tangen on the present Carl Nelson place, S. S. Thompson and George Thompson, and the Ford family on the hill west of Carl Nelson's. The Lewis family came later. Mrs. Lewis was a sister of Mrs. Jorgenson and of the Thompson brothers. Stromness lived on the east side of the river, and when his wife was frozen the first place he went to look for her was at the Howe place. Gus Strutz was another neighbor at that time. Knutson had located on Section 14.

The Jorgensons had come out in 1882. Mr. Jorgenson was out to the claim getting the shanty ready and Mrs. Jorgenson had written to him that she was coming but the mail had to go to Grand Rapids so he did not get the letter and Mrs. Jorgenson found no one to meet her when she arrived in Ellendale, so after waiting two days she caught a ride out to the claim and met Mr. Jorgenson on his way to Ellendale who had to go to Frederick to get a stove. Mrs. Jorgenson went on and stayed at her brother-in-law's for a few days. They went to their shanty to live before their car of goods

came, and could have had their land surveyed that spring but Mr. T. F. Marshall's party of surveyors came along while Mr. Jorgenson was in Ellendale waiting for the car of goods so they had to wait until fall for the survey. This surveying party consisted of five or six men and they wanted something to eat at the Jorgenson place, but Mrs. Jorgenson had no dishes as everything was still in the car to arrive at Ellendale. However, she managed to feed them in the spider that she had. Then it was a question where to sleep them. There were some women and children from the neighbors at the Jorgensons and they had to be taken care of so there was nothing extra. But Mrs. Jorgenson had washed up a lot of grain sacks and dried them on the grass in the yard. Some one of the survey party suggested that they use these for bedding and it was done, so the men camped on the floor of the shanty.

Wilson Wright and Albert Bowen also came here in the spring of 1882. Bowen took his claim on 6, 132-60 and Wright got onto East $\frac{1}{2}$ Section 12 (South $\frac{1}{2}$ of NE $\frac{1}{4}$, North East of NE $\frac{1}{4}$, and North East of SE $\frac{1}{4}$, Section 12.) The idea of cutting it up in these fractions was to bewilder other settlers who might want to take a part of the section. He wanted to hold the land till his sister could file on it. Perhaps, too, he was selecting the best 40s of the section.

The postoffice was established there about 1885. It was there before the first school. It was continued till about 1903 or 1904. It was moved from Section 12 to Section 2 on a pre-emption. Jessie Wright ran the postoffice as her father was carrier and could not hold both offices. At this time he was bringing the mail from LaMoure. Later the postoffice was moved back to Wright's residence for a while, then it went to Thompson's, and it was finally discontinued with the establishment of a mail route from Fullerton,—Rural Route 1.

Mr. M. G. Mattson was among those who came in in 1883. He arrived on the 18th of May. The next year he filed a contest on a piece of ground which some railroad man had entered. This fellow did not defend the case and Mr. Mattson got the entry. This land,—the South half of the North half of Section 2,—has been Mr. Mattson's home ever since. It has never been mortgaged though he had to burn straw two winters and hay one winter and has been hungry enough to eat his boots. He has raised a family of nine children.

Jake Mattson came in 1883 and made his home in Section 1. That summer when he was out breaking with a bunch of other fellows they made a deal with him for \$5.00 to stay and take care of all the teams while they went away to celebrate the Fourth. There was nothing left at the camp to eat but they promised to bring something back in the afternoon. He did not see them again till the afternoon of the fifth. In the meantime he had caught a stray cow on the prairie and had got some milk to live on.

Fred and Charles Anderson came in about 1882 and stayed a long time

in the township. Arndt lived a long time in the township. Mr. Thompson on the Southeast 10 was another old timer. He was elected sheriff of Dickey County in 1900 and had already served as County Commissioner. The family later moved to Canada. There were twelve children in the family. Mrs. Thompson was a sister of Mrs. Jorgenson. Mrs. J. Jacobson is still on Section 1 in the old home township.

The Carl Arndt family were German. They came in about 1883, and there are several of the boys left in the township. Charley is on Section 9, Northwest $\frac{1}{4}$; August on Southeast 6; and Julius on 35. Mr. Wilkinson and a Mr. Lucke were old timers but the exact date of their coming is lost. Otto Lucke still lives in the township.

In the earlier years many of the settlers were short of money with which to buy fuel. Substitutes were tried. Dried manure and twisted slough grass were the most common of these. When twisted the long coarse grass from the low ground would give out a good deal of heat. A filling of the stove would keep the house warm for an hour if it was not too large.

Many bad prairie fires went over the prairies in the early days before cultivated lands and fire breaks checked them. They would sweep over the narrow channel of the James River for the grass was high and the water channel narrow. Mr. Watts in 1860 lost 200 sheep in a fire about 1900. Some one burning a fire guard let the fire get away. It crowded the sheep down the bank, smothering those that were not burned.

Mrs. Jorgenson says that the worst fire was in 1883; the grass was so long and dry that it made a terrible fire. The hay and grain was very nearly burned for Mr. Mattson was away and she could not do much. The fire was sweeping close with only three little furrows to stop it. There was a place outside the plowed strip where the cattle had been picketed at night where the grass was short. As the fire rolled closer Mrs. Jorgenson was in despair and said "Oh Lord, you will have to save it, I can do nothing," and the wind changed and the fire died down in the short grass and stopped at the furrows.

The first school was established in the fall of 1885 when a school building was built on Section 11 (The Southeast quarter). Jessie Wright was the first teacher. The pupils were Clara Wright; Gina and Albert Holm; Arthur, Willie, and Dora Thompson; Lena and Mamie Jorgenson; Luella Watts; and Mary Rhode.

Ministers had been coming out to see the people. Mr. Hill, the first, came either from Ft. Ransom or Lisbon, probably the latter. The first baptism was performed by Mr. Hill in April 1884. The children were Tilda Jorgenson, Ida Thompson, and Gilbert Holm. There was no regular preaching service till the school house was built, but when Mr. Hill came out he would have preaching services in the houses. When the school house was ready they had regular church and Sunday School services, the church congregation being organized in 1884. The church was organized in the fall of 1889 as St. Ansgar congregation, Howga Synod (Norwegian Lutheran).

The Sunday school was organized in 1885, C. W. Carter being the organizer. It was a dry season and at one of the services the people were praying for rain. There were about forty people there and they got the rain before they got home. Rev. Rogne was a fine minister. One time he came out on snow shoes to hold services. The church was built in 1914 and a cemetery was established there at the same time.

Mr. Holm located on the Southwest quarter of Section 12. He made a mistake in locating his land, for while it was a fine laying tract, it was unfortunately at the bottom of the mouth of a ravine where the mineral matter had been washed down from the hills and had accumulated on the flat so that the crops did not do well. Mr. Holm was misled by the fine grass on the flat when he was picking out his land. Mr. Holm died about 1897 and the rest of the family is now scattered, most of them being in Canada.

The Jorgenson family lived in a sod house for ten and a half years before they got a frame house. The Holm family built a frame house the first year. Wright built a frame shanty the first year he was on his land and a larger house the second season. He hauled the lumber out from Ellendale.

There were no doctors within many miles and Mrs. Jorgenson was in much demand in assisting the stork settle up the country. She was called from as far as Grand Rapids and Fullerton and in all probably helped over a hundred babies to get a start in life. At this date (1925) Mrs. Jorgenson is 76 years of age.

At the election in 1889 every vote in Wright Township was against saloons.

There are more of the original settlers and their descendents living in Wright than in any other town in the county, among whom may be named the Nelsons,—B. L. and his brother Carl and their descendents; Otto Lucke; August Arndt; Anton Barsten; J. N. Jacobson; J. A. Johnson; and of those who have come in later, G. W. Julian and S. E. Montgomery. Many improvements are noticeable, like fine homes, commodious barns and good fences. The farmers of Wright have always kept the best stock procurable, and their Shorthorn cattle are hard to beat anywhere.

CHAPTER XXIII

CLEMENT TOWNSHIP, 131-60

[Authorities for this chapter are the stories of the settlers, especially, those of Swan Anderson, Swan Johnson, Mrs. J. H. Denning, Chris Frogen, Iver Olson, Arne Pederson, and Gus Strutz.]

THE congressional Township known as 131-60 attracted its due share of attention from those who were looking for homes in the new territory. At that time it was not in the center of things and its people never seem to have aspired for a large city, although there was at one time an opportunity to indulge in city platting and laying out railroads.

Swan Anderson located as a "squatter" on Section 3 of this township on July 4th, 1883, as the land had not been surveyed. He with others had come down from Grand Rapids where he had landed in the time of the celebration at that pioneer town. Some of his friends had been down and located before, so he knew something of the country. The party reached the claims of these friends to find in their shanties only some crackers and flour, supplies that had been there since April. They ate dumplings made of flour and water until they could get supplies. They looked around for a vacant quarter and Mr. Anderson appropriated land that had been "covered" by a man named Gibson. As Gibson was holding down another quarter in the township north he could not hold two. There had been a little plowing done so Anderson and his friends, Peter Malmquist and his brother Louis Anderson, helped him put up a sod shanty. For that winter the three went up to LaMoure to winter. Swan could not work on account of having rheumatism but he learned to cook and do house work. In February he bought some lumber in LaMoure on credit and had it hauled out to his claim and the "boys" built him a shanty 10 by 12 which made him comfortable when in it and safe from claim jumpers.

At one time in the winter before building his shanty of lumber Swan and Louis Anderson were out to the claim. Anderson had to go to LaMoure for supplies and was detained there by a severe storm which completely covered the sod shanty where Swan was confined by his rheumatism. When Anderson came back he could hardly locate the place but walked around it, finally called to Swan, who answered him from beneath the snow. He had nothing to work with but his hands, but he dug down to the door which fortunately opened to the inside, went in and got the shovel and opened up the entrance. Swan had been practically without food for three days.

They had to come out occasionally and spend some time on their claims as a protection against "jumpers."

They came down to their land about the 8th or 9th of March so as to be actually on the land when it was opened on March 10th, 1884. As it was, another claimant appeared, but Swan filed a pre-emption and in six months he was able to get a patent to his land. In April, 1884, Swan's sister and her husband, Andrew Johnson, came out from Iowa with a small car of emigrant stuff. Swan was still afflicted but managed to walk or hobble across country to LaMoure and meet them. They lived with him, Johnson doing the farm work and his sister the house-work so that Swan had an opportunity to get well, which he did and was soon able to do his part again with the work. Mr. Johnson went over to the Dalrymple farms to work that fall and Swan put up a sod house for him on some vacant land he had located and the Johnsons lived on their own place. That winter of 1884-85 Swan lived with the family of Louis Nelson in Clement, paying his way by twisting hay for the stoves. In twisting the hay they would take a big handful of coarse grass and bend or double it in the middle then would twist one end over and over the other like a skein of yarn, the ends were then twisted into the middle to prevent its untwisting. They seldom came apart and made good fuel. They did most of this twisting in a shed out of the wind. The sod houses were warm and comfortable and did not freeze during the night even if the fire was out, but in very cold weather some one would get up in the night and fix up the fire.

In the spring of 1885 Swan and his brother-in-law changed work and put in their crops and had a good crop that year. Charles Stevens who lived near Clement had a threshing machine and did the threshing for them. Swan had a yield of 20 bushels to the acre of No. 1 Hard wheat and stored most of the crop in his sod shanty till spring, and on this he was able to buy a team and wagon in the spring of 1886. It was some time before he was fitted out with a complete outfit as he developed his farming gradually and borrowed from his neighbors or exchanged work with them.

In 1887 his brother Isaac Anderson came over from the old country and lived with Swan at his shanty, working out some for the Scandinavian neighbors and learning the language. On January 9th, 1888, Isaac Anderson went to Oakes to mail some letters. There was about a foot of loose snow on the ground and a bad blizzard came up. On his return Isaac lost his way and froze to death. His body was recovered and buried in the cemetery at Clement. Swan was alone through that and another big storm and tried to feed the stock with hay from a stack in the yard, but he tried that only once. He lost his way to the house but fortunately ran into his plow and from it knew his direction and got in safely. In 1889 another sister and his brother John came over from the old country and stayed with him.

Swan Johnson came out from Lafayette, Wisconsin, in 1886 to see his brother who lived across the track from where Clement is now located. He

loaded an emigrant car with horses, a cow, some pigs and machinery. His train was wrecked near Austin, Minnesota, and when the brakeman opened the door to see if he was hurt his pigs got out and he could not find them. He landed in Ellendale on March 4th, and a few days after that he bought a relinquishment to the southwest quarter of Section 17 and made his home there. A little breaking had been done, and he built a shanty 12 by 16. Not having much time to make it tight, it let the snow in badly, so having no money to fix it up he lived in the cellar that winter keeping warm by burning flax straw. He had no crop the first year and would have left the place except for his pride, so he stayed and had a good crop the next year. He went down to Hankinson the next year to work on the railroad grade and was told the road would pass his place in Clement. He got a contract to build a half mile of grade and put in that grading from the cemetery east of his home to the school house west of Clement, getting about \$800.00 for it.

He lived on his claim and batched it for five years before he was married, and he found it a hard, lonesome time. It was a real slavery, hard work all day and then chores to do and house work on top of it all. Those were hard times but the people managed to enjoy life just the same; people were friendly and helpful and neighborly. The young fellows had a good many visits in the winter and Mr. Johnson entertained them many times that winter he lived in the cellar. The winter of 1888 was a bad one. He got lost between the barn and shanty but ran into the binder in the yard and found his way from that. When Swan Anderson's brother was frozen to death he was buried on Swan Johnson's land and the cemetery was started in that way. Johnson gave the two acres of land for the cemetery to the community, but the title has never been transferred to any committee or board.

Mr. Johnson never was burned out as he was careful to have fire breaks, but one time he saved the depot at Clement from burning by getting his hired men out with gang plows to make a fire break. He told the Soo people that they should give him a free ride to Minneapolis and back for that and they said that any time he wanted to make that trip to let them know, but he has been too busy to go, so still has that trip coming to him.

In order to get some land that was within his power to purchase Mr. J. H. Denning went west in 1880, to Kansas. He was taken ill and had to go back to his home in Illinois, and did not like Kansas. In 1882 he came up to Dakota and looked over some land. In 1883 he shipped out to Ellendale over the Milwaukee, landing with his car of goods on March 14th. He found land that suited him west of the new town of Hudson, but for the first year he and a Mr. Cross opened a grocery store in Ellendale. In 1884 the family moved out to their land taking both a preemption and a tree claim in Sections 34 and 35, 131-60, three miles west and one north of Hudson. At first they had a one-room house but in 1885 they made it larger. Most of their trading was done in Ellendale, and all grain had to go to Ellendale and coal

and other fuel brought out. They bought small trees and set out the beginnings of a grove to comply with the law regarding tree claims. There were a great many railroad surveys through the country west of the James but no road ever materialized there and most of the buildings at Hudson were drawn to Oakes on the ice when that new town was started.

In early 1883 Gus Strutz and Gust Beck were a committee to look for land for five men who had agreed to locate together. These two men finally found land that suited them in the northern part of Township 131-60. They put up a shed 12 by 12 on Mr. Strutz's claim with a frame bunk and later sodded the shanty up on the outside. They had to do the best they could for the time, used grass and buffalo chips for fuel and of course did their own cooking. There were twelve or fourteen springs on his quarter and they opened one of these and had better water than most of the people had in those days. After getting up the shanties on the two claims they went to Grand Rapids to get a plow. They had to go right through LaMoure but it was a city of tents and there was no plow to be had. They made the trip in a day. Chris Gorder ran a little blacksmith shop a mile or two south of Strutz's place, and he did not have to make the long trips that some of the settlers made.

They planted out an acre of beans and a few potatoes the first year, but that was all the crop they had. They lived together the first summer to economize on domestic duties and for company. In harvest time they both went back to Everett to work, taking their teams to the harvest fields and for plowing. Men got \$2.00 a day and were allowed \$2.00 a day for their teams. After Mr. Strutz returned to his claim that fall with the team, he found that a settler named Russell had located about a mile east of him and he left his team there that winter and went back to the lumber woods of Wisconsin to earn something.

On his return he took up farming, having to buy everything he used. Not being able to borrow for himself, still he loaned his things to other people, never getting a fanning mill returned to him. He nearly lost his life while hunting ducks on the river. He was thrown out when the boat overturned, lost his gun, but managed to get hold of the boat and drag himself to shore and to a neighbor's house where he could thaw out and get off his rubber boots and hunting gear. He never tried to cross the river standing up in his boat. It was several years before he recovered his gun, but has used it many time since then. In the winter of 1884-85 he went east and brought his wife out to the new home and of late years has been in the cattle business with his son.

It was in March 1884 that Chris Frogen filed on his land, the southeast of 25, 131-60. There were seventeen acres broken and a little shanty that came with the relinquishment that he bought from Mr. Stenquist. He had a neighbor work this land for him and he went back to the Dalrymple farms for the harvest, and he worked for the railroad company in the winter. In

1885 Mr. Frogen worked for the Dakota Midland near the city of Hudson. The next year he was called from his claim to help on the grading of the Northwestern south of Oakes. This company had struck a soft place where the dirt had to be wheeled in by hand. He got 18 cents a yard for this work and after being paid went back to his claim. Later he was quite ill from his exposure and hard outside work.

His sod house was very comfortable being 12 by 20 feet inside. It had four foot sod walls with clay plaster on the dirt and then lime plaster. There was a board floor and a board roof. There was tar paper on the roof and then a long grass thatch above that. It was very warm and water never froze inside, but it looked pretty crude from the outside. One storm in the following winter buried it up and he had to pull snow inside to get a hole outdoors so he could work and shovel it away. He was married in the fall of 1886 and homestead life became more pleasant. They had to burn slough hay and straw even after the first winter when the railroad came, for they were not able to get coal in.

On the 26th of April, 1883, Mr. Iver Olson landed in the township. He was one of a party of six who came out from Kindred to look for land in the two unsurveyed townships, 130-60 and 131-60. He got started on his location but met with a great loss from a prairie fire which burned his barn and all his live stock, but he was quite successful with good crops later. Also he suffered bereavement in the death of his baby girl in the summer of 1883. Another died later and both are buried on the old homestead as there was then no cemetery near his home. This was the first death in the township. The first wedding was that of Arne Pederson and Hannah Gronbeck, and the first birth that of Peter Pederson. The first religious service in the township was held at Marcossion's place, probably in the spring of 1884. Rev. Mr. Ofstedahl from Aberdeen was probably the first preacher to visit the township. After 1885 Rev. Rogne of Ellendale came out regularly and held services. Gibson laid out a trail direct from his place to Ellendale in practically a straight line. He set sticks to mark it till the track was worn down enough to follow. There was also an old trail across from Ft. Ransom to Ft. Yates which was abandoned and grass-grown when the settlers came in 1883.

Mr. Arne Pederson was from the same neighborhood in the old country as Iver Olson and Henry Gronbeck. He had come to Richland County in 1881. Quite a party of landseekers came over to Dickey County and located in what became Clement Township. Nick Edwardson squatted on 10, Herman Pederson got the southwest of 11, Henry Gronbeck had the northwest of 11; Iver Olson was on the southeast of 2, Martin Bratland got the northwest of 12, Alexander Swanson was also on 12, Hans Gronbeck located on 12 a little later, and Nicoli Gronbeck the father came over from Norway that summer and located on 14. As these people were about the first in the township they had good opportunity to locate near each other. As soon as

they got located they had to put up shanties, most of them using sod and building 8 by 8. They had to go to Ellendale to get some lumber to put a frame roof on these shacks. Then they covered them with tar paper. Two of them, Olson and Herman Pederson had to have larger shacks as they were married and expected to have their wives keep house for them. They brought provisions to last a week while they were getting located and then went back to Richland County to work that summer. Arne and Herman Pederson with Herman's wife went back to the claims and completed five acres of breaking on each of the six claims. The Pedersons had lived under their wagon when they came out and before they got their shack ready. The whole party had brought two wagons with a yoke of oxen on each. When their land came onto the market the 10th of March, 1884, they had to go to Ellendale to make their filings, and they had to walk to Ellendale as the snow was so deep that there were no roads. On the first trip made by the Pederson brothers to Ellendale in the spring of 1883 they had started early and intended to make the round trip in a day but it got dark before they got home and they wandered into a slough and got stuck so they had to unload their lumber and leave it. At that they had to give up trying to get home, turned the oxen loose to graze, took off the wagon box and turned it over on the grass and crawling under it tried to sleep. As soon as they could see they went back, hunted up their lumber in the slough and got home soon after daybreak.

For some years after Rev. Rogne had come as a missionary to the Scandinavians of the township, meetings were held in the school houses and were led by traveling missionaries or ministers, and in 1898 the church was built in the west part of the township. The first school was built on Section 16 and the district included Bear Creek Township but was called Climax district. They bonded the two townships and raised \$1500.00 and built a school building in each township.

The preliminary meeting for the organization of the township was held in the Nichols' boys home in about 1884 or 1885. The name used at first was Norway, but the official map of 1886 gives the name Climax to the two townships, 131-60 and 131-59, the same name as that of the school district, but when the division came later the dividing line was made the James River and the civil township to the west was named Clement. When the Soo railroad came through a station was located at Clement and a postoffice established.

The name Norway was given to the spur on Section 24. The elevator at this spur was managed for seventeen years by Mr. John H. Coulter who lived in Oakes. John McManus was a large farmer living to the south of Norway Spur and in one season he shipped fourteen cars of wheat raised on his farm from this siding. His hired man let his wages lie in the hands of Mr. McManus and when he came to settle with him Mr. McManus gave him the quarter section of land across the road from the Norway elevator and a

set of good farm buildings which made a new and prosperous home.

Among the later settlers that have come to this township since the early days are Mr. A. F. Gramlow who has served several years as County Commissioner, August Wedell, Matt Pheiffer and William Ziemann who served as State Senator for four years. Gus Strutz served as Representative a term in the State Legislature, and James Stevens was a State Senator in the populist days of the middle 90's. A grandson, Bert Stevens, is still a resident of Clement.

As evidence of the progressive spirit of the people a very good sized and commodious community hall was erected at Clement. A live community club in which the younger generation took active part decided that they needed a meeting place for public gatherings, so they raised some money and donated their own labor and constructed the best community house in the county, if not one of the best in the state. It contains a stage and piano and can accommodate any kind of public enterprise, such as community fairs, dances, rallies, and has never failed to hold the largest crowds that may wish to attend. The community club, which includes practically every citizen, young and old, has done a great work for the diversified farming that so many of the people are following, and is the means of keeping its members informed on the better practices of modern farming.

CHAPTER XXIV

KEYSTONE TOWNSHIP, 131-63

[The story of Keystone Township is told by interviews with Clark G. Fait, D. Corlrite, George Feathers, Roy Stanley Stevens, Eb Magoffin, W. B. Knox and some of the others who helped transform its raw prairie to the home of a prosperous people.]

THE original Keystone was organized by J. F. Haggerty and Will Lloyd. These men were from Pennsylvania where Will Lloyd had an uncle in the banking business. This uncle failed in business and in the wreckage there was found a quantity of N. P. railroad stock which he had managed to salvage when the bank went under. His nephew, Will Lloyd, was sent out from the east to turn the stock into land and dispose of it during the boom days. The Keystone location was selected by Lloyd and Haggerty as being a desirable location, approximately half way between Jamestown and Aberdeen. It was a good country on the bank of Maple Creek, in the fork between the north and south branches of that stream on the Northwest of 10-131-63. The site was selected and a colony of Pennsylvania people organized to settle it.

The Keystone town site was platted some time in the summer of 1882. It was a government quarter and had to be "Scripped." This term refers to a provision that was in existence by which government land could, by application, be purchased for town site purposes and the requirement of living on it and proving up under the homestead regulations were not necessary. This arrangement was made in order that the necessary commercial centers could be provided for the newly settled communities.

The beginning of Keystone was about a mile north of where the town was finally established. A shack was put up there and a camp made by the colonists, when they found that the tract had already been "squatted" on and they were obliged to back up to section 10. Here the camp was made again and every one lived together in community style while the men went out on the vacant government land to put up claim shanties. These were all 7x12 feet in size. When sufficient shanties had been provided for the seven ladies they drew lots for choice of these claims. Two sisters had the first choice—one drew a location and her sister was given the claim next to it, then the other ladies drew in turn till they were all provided with a homestead. After that the men selected claims. Their legal residences were in the 7x12 shanty-roofed buildings on the claims but actually they spent most of their time in the community camp or town of Keystone. W. A. Caldwell and John Lloyd put up a store that summer. There was also a

place kept by the colonists for "stoppers" or transients who were passing through. In the fall of 1882 Mrs. Pomeroy and J. F. Haggerty built the Keystone House and ran a hotel. There was no blacksmith shop till the spring of 1883, when C. E. Livingston put up a shop. The postoffice was started in 1883; John Oldfield was the first postmaster and he held it as long as the town lasted.

In 1883 the "Keystone Optic" was started by a man by the name of Wilson, who later sold the paper to his "devil" and went to Ellendale to start a paper, but was bought off.

A hardware and drug store was started in 1883. The hardware man's name was C. K. Shear, the druggist's was Lewis Spink. There was no saloon or barber shop, but Chas. Misfeldt came up from Ellendale once a week and trimmed up the hair and whiskers for the colonists. There was a \$3000.00 church built in Keystone which was used there as long as the town lasted and then it was moved to Monango where it is still in use. The first supply pastor was there while the Church was being erected, and he went out there early one Sunday morning and found some of the men working on the unfinished building. He was quite indignant at their breaking the Sabbath, even in such a good cause.

The first regular supply was Rev. Mr. Dickey, but not the man for whom the county was named. He had a claim some distance north of the town and when the congregation got behind with the salary due him a "bee" was organized and about thirty teams went out and did a lot of breaking for him. A later preacher was Mr. Brackett, who also took up a homestead and "batched it" for awhile. The church building at Keystone was built by the Van Meter brothers of Ellendale.

Many of these pioneers have interesting stories. W. B. Knox was a Pennsylvanian who was interested in the opportunities offered in the Northwest. He came over the Milwaukee to the end of the track which was three miles north of the present site of Ellendale in the spring of 1882. There were no accommodations there at first that spring, and it was an awkward situation for new comers. One bunch of men who came up that spring asked the train crew to leave an empty box car for them to sleep in, but this was declined. The men took matters into their own hands and uncoupled several cars and kept them for the accommodation of the transients. The "end of track" was on a tract of land owned by a Mrs. Bishop. She had expected to get a townsite on her place but the town was located further south and she went back and started a hotel, the "White House" there.

Mr. Knox was one of the men who helped haul the lumber out from "end of track" near Ellendale for the Keystone settlement. When the shanties were completed, the lady delegation was brought up from Aberdeen where they were waiting till a shanty was erected for their accommodation, then they were all hauled out and "parked" in one shack till the other buildings were completed. On the first night after their trip from end of

track to Keystone, they were all fed on pancakes baked on top of a sheet iron stove.

Mr. Knox put up his claim shanty on the southwest corner of the northeast quarter of Section 13 in 1882 and built his house in 1883. His home was on this place until the family moved to Ellendale in 1926. His present house was built in Keystone and when the town was abandoned the house was moved out onto the farm.

Mr. Beaver came from Pennsylvania to Cherokee, Iowa, leaving his family in the east, then in the fall of 1884 he came up to Keystone to W. B. Knox's claim and went to work. In the fall of 1884 he filed on a preemption while working at the Knox farm, and in the spring of 1885 he sent back to Pennsylvania for the family and they came out and were unloaded in Ellendale. Mr. Beaver's family landed in Ellendale the 17th. of April, 1885, and Mr. Beaver met them there and brought them out to the Knox place, where they all stayed the first season. He hauled the family out with Knox's farm wagon and team. Mr. Knox was a single man and they kept house for him that first summer. There was quite a crop in that year and the Keystone people had to haul their grain either to LaMoure or Ellendale. There was a store and a hotel at Keystone. Mail was carried out to Keystone from Ellendale in a little spring wagon. On the same trip the mail carrier would deliver to Merricourt.

In 1886 Mr. Beaver put a house on his preemption and moved onto it and made his home. It was a little house 14x18 with no plaster or finishing, very cold in winter till it could be completed. Mr. Beaver was a veteran of the Civil War and was in many of the battles in the east, Fredericksburg, Antietam and Spottsylvania, and at Lee's surrender shortly after the battle of Petersburg. He first served in Co. D. 131st Penn. Vol. Inf., then he reenlisted in Co. K of the 205th Penn. till the close of the war.

The population of the town of Keystone reached 51 at the time of its greatness. In 1883 or 1884 a school was started in Keystone which had an attendance from the town and surrounding prairie of about 30. The last deer was seen about 1885.

Most of the small towns would protect themselves from fire losses by prairie fires by plowing a few furrows around the edge of the town, and then on some still evening all hands would go out and burn off the grass between the furrows, leaving a burned strip around the town which would stop any fire that came along.

Mr. George Feathers came out to Dakota from Blair County, Pennsylvania, just east of the Alleghany mountains. W. B. Knox of that locality was coming out to the new settlement of Keystone with his family and wanted to ship a car of emigrant stuff. The man whom he had engaged to ride the car and take care of the stock backed out and he had to look for someone else. Feathers heard about this and made the remark: "If Knox wants someone to go with that car, I'll go." This was repeated to Knox and a few

days later Knox came to see Feathers about it. At first Feathers declined as he did not know how his people might take it, but they told him to do as he wished, that if he thought he could better himself in the west, to go. So it was decided for him to go. He had to continue to work at his former job a few days in order to give the man a chance to get someone else and then went with Knox's car.

There were five horses, two cows and a calf, and a lot of household goods, and brick for chimneys. Some lumber was used in the lining of the car and this was to be torn out when they reached their destination. They stocked up with what hay they could in the car and filled two barrels with water for the animals. He had a comfortable bed arranged and lots of grub in the car, preserves and canned stuff for the summer in the new country. The hay only lasted to Chicago and there he had to buy more. He was thirteen days on the road from Pennsylvania to Dickey county. Mr. Knox met Mr. Feathers and the car in Ellendale. After unloading they let the stock rest a day or two before they started to haul out to the claim. Mr. Knox bought a wagon box and necessary things to move with. He had built a little house for his sister, Viola Knox, and a claim shanty for himself, and it was to these two buildings that they hauled the load the 23rd of March. They hauled out the goods from the car and then George took up a claim on section 8-131-64. They hauled out some lumber and built a shack on it and plowed a fire-break around it and burned it out, but most of the spring was spent working with or for Mr. Knox. There was considerable building going on and there was lumber to haul and other jobs to be done. They helped haul lumber and build the church in Keystone and did some breaking for Mr. Knox and his relatives. Breaking was \$3.50 to \$4.00 an acre. Mr. Feathers ran a breaking rig for Knox using five horses and a Cassidy sulky breaking plow. It was years before people discovered the scheme of raising flax on the new breaking and in this way doing away with the fall plowing or "back setting" of the sod.

George Feathers filed on land in 1888 and after proving up the homestead he sold it, and for several years was not located permanently, but was on several different places. He bought land, lived on it awhile and sold it again, so was moving about considerably for a number of years but finally settled at his present location just east of the junction of the north and south Maple rivers. Here he has been for the past fifteen years. The dining room of the present Feather home was the old Caldwell claim shanty, two other parts having been added to the building to make the present roomy home.

Mr. Clark Fait came out from Indiana in the spring of 1882; he came out to Jamestown and LaMoure. On the way across from LaMoure to Ellendale he stopped at Keystone a few days and a man named Haggerty located him. He took the northwest quarter of Section 12 as a preemption and a tree claim on the southwest quarter of Section 1-131-63. Several

years later they took a homestead adjoining. He bought ash and boxelder seed in the store at Ellendale and planted them out for his tree claim. They did well, being carefully tended, and when they grew up he cultivated them like corn. This is now one of the finest groves in Dickey County. They planted five acres in 1884 and then later Mr. Fait planted out another five acres. He bought a team of mules and a wagon and put in the summer of 1882 teaming between Ellendale and Grand Rapids. He got \$10.00 a load for hauling lumber and it took two days to make a round trip. He had built a house 12x12 on his claim and broke up a little patch of ground and called it home. The first season he dropped enough seed potatoes so that in the fall he harvested sixty bushels which he buried deep under his house so that they were safe the next spring. He had tried out corn the first year and satisfied himself that it would grow here. They put in a trap in the Maple river and caught great quantities of fish. They salted down a great many in those days before there were any game laws. The creek was quite a convenience for water for the stock although it was a breeding place for mosquitoes.

The children went to school in Keystone that first winter. They drove. Mrs. W. A. Caldwell was the teacher the summer before, and Chas. Sheppard was the winter teacher. The Higgins boys, Roy Stevens and the Faits went to school. They bought a base burner the first years and kept warm with that, but they were afraid of the gas and then they used a straw burner. It was a furnace that had a drum on top filled with flax straw or hay. They would fill one drum and set on the furnace and light it. It would burn several hours and then they would have another ready and put it on. They used this for several years. Keystone was abandoned about 1887 and the school was moved away to Monango and some time later, 1888 or 89, the Fait family had school in their house.

Mr. David Cortrite had come to Dickey county about the 17th of April, 1882. He came up from Aberdeen to the "end of track" north of the present site of Ellendale. His wife and son came along a week or two later. He and Jason Fenton had an emigrant car together and shipped out their goods in it. Jacob Burton shipped in a car in the spring of 1882. He shipped mostly lumber and had also a team of oxen and a cow. Fenton and Cortrite had a team of horses and a cow, a smoothing harrow and a breaking plow. They also brought lumber and household goods but no seed grain. They also brought a wagon and a one-horse buggy. Mr. Cortrite settled on the northwest of 21 and Fenton got southwest and Burton on east half. The township boundaries were surveyed at that time but the section lines were not run, so they had to hire Taylor and Farren to make a preliminary survey so they could locate. They got it pretty close, but when the government survey was made it was found that Cortrite's house was ten rods on the south of the line and he had to drag it over on his own side. He made a preemption of his land. Fenton did the same. In a few years Fenton went out in the hills and got a homestead and lived there awhile and died there. Burton got a

very good well on his place at 16 feet and they used to get water over there when it was necessary, which was not very often as they did not have much stock. They had the house up about two weeks before his wife and child came. He broke about forty acres on his and Fenton's place that first year. The first fuel they bought was from Frederick, S. D., and after that they went out to the gulches in the edge of the hills and got wood. Jay Haggerty seemed to be the head man around Keystone. W. A. Caldwell was a banker and in real estate. He opened up in 1882. Mrs. Caldwell is still in Monango.

They got coal from Ellendale and by the time the first winter came they had built their little house tight and kept warm in it. There was not much to do that winter as they did not have very much stock yet. They had to put up their hay with a scythe in '82 and it all burned up in a prairie fire that came along about September 20th, from the south. The barn went, also the wagon and harness and everything in it. They saved the house all right. The cow had been picketed out but the rope burned off and she escaped by getting into the Maple river. The dog ran ahead of the fire and came back the next day so sore footed that he could hardly crawl.

The mail and stage route went from Ellendale to Grand Rapids. It was a day's trip from Ellendale to Grand Rapids and Stevenson's was about half way. They used to get dinner there. Geo. Merrifield used to run a stage south of Grand Rapids but Cortrite is not sure if it was the Keystone line or not. It angled across prairie from place to place. He thinks the horses were changed at the half way house, but is not sure.

A Mr. Hamilton was Milwaukee agent at the Soo and he was pretty nervous about an Indian scare in the late eighties. He went so far as to order cars to have on hand to get the people out of the country. His family had guns and kept them ready. Mrs. Cortrite went to bed with her clothes and shoes on for awhile as she was so nervous.

Mr. Northrup had a binder (twine) but did not have horses so he and Burton and Cortrite changed work and cut all the grain. They went so far as to change teams and run the binder nights.

The year 1883 school was held in Haggerty's "tabernacle" the walls of which had posts seven feet high with a flat roof. There were tiers of bunks along the walls for the accommodation of guests. The next school was held in the upstairs of the Wilson house and the next was in the original Caldwell store.

The first winter after the town was moved to Monango, they all went to a little school house out in the country a mile or two west. They used to change off with teams. Eb Magoffin and Frank Glenn had the teams. It was a hard winter and the road kept building up till by spring it was several feet high. Eb Magoffin, Frank Glenn, J. O. Glenn, Mrs. Laughlin Shay, Roy Stevens, Clarence Kilberry, Frank Noice and Emma Magoffin attended this school—Clarence was a man of forty and some of the others were past school age. There were in addition to the above named some country

children to fill up the school. Mrs. Mary Crabtree Morrison was the teacher. The second winter the school was moved into town and used till they could build a larger one.

Lon Wilson was the first editor of the *Keystone Commercial*. He sent out his press and type and horse and buggy in the emigrant car which Mr. Stevens rode into Dakota. The townspeople of Keystone had taken up a collection and bought a lot and built the shell of a building for him to set up in business and gave it to him. He had been out during the winter of 1882-83 to look the place over, coming between blizzards which were frequent and seemingly terrible on the bare prairie.

Monango was built in 1886 in the fall. When the railroad came they were moving buildings all winter from Keystone, some people moving their own. Any property owner in Keystone who had a building on his lot was given a lot in the new townsite of Monango when that town was platted so he did not entirely lose out. Mr. Stevens is positive that the Milwaukee pulled up the track which was north of Ellendale for three miles shortly after 1883 and it was left without iron for about three years, then relaid, when the grading started for the extension to Edgeley in 1886. It was graded and ironed the same year. It came along so fast that they could hardly get the bridges in fast enough. The first railroad tank was at the south end of the bridge over the south branch of the Maple.

The people of Keystone were ambitious to have the county seat and their location near the geographical center of the county with rumors of the coming of the Soo railway from the east gave them a claim, but Ellendale as a town held the lead and secured the larger vote for the county seat. A great disappointment came when the Milwaukee railroad built its extension from Ellendale to Edgeley so far west of Keystone. Haggerty had been at Aberdeen dealing with the Northwestern railroad. He owned a tree claim on the outskirts of that town and the Northwestern people were anxious to get part of it through which to get into the town. The Milwaukee people were equally interested in keeping the Northwestern railroad out. The outcome was that Haggerty sold part of his tree claim to the Northwestern so they were able to get a foothold in Aberdeen but this offended the Milwaukee management and they shortly afterward changed their survey in the vicinity of Keystone and ran their line two miles to the west.

Nobody seems to know where the name "Monango" originated. Mr. Stevens said George McDonald told him that it was the name of an Indian child captured on the White Stone battlefield by the soldiers. It was supposed to have had a hand shot off and when found was strapped to a travois attached to a dog. This child was said to have been taken to Iowa by some of the soldiers. Another story is that the name for the townsite was selected by some of the Soo railroad officials. A list of names had been submitted to them for consideration and they selected the first letters of several of these and made a composite word, "Monango."

Beriah Magoffin, a Kentuckian, had secured contracts for hauling the mail over several routes in Dakota territory and he and his son, Eb Magoffin, came out here in 1884. After the mail route business was played out he and his father had the horses on their hands and took a contract with the Milwaukee to haul out timbers for the culverts along the line which was to be built between Ellendale and Edgeley. The McGinnis boys of Silverleaf had the contract to haul out the big bridge but Magoffin and his father had the others. They put up a shanty on the present site of Monango where they put their stock and where they stayed themselves when they needed to, on their trips from Ellendale north. This building was about where the elevator site now is and was the first building on the site of the present town. The Magoffins hauled the culvert and bridge material for the ten miles of track north of the Soo crossing. This kept them busy till about the first of September when the auction was held on the townsite and the lots sold. At that time they bought the lot where the Farmers and Merchants Bank now stands. They put up a dwelling there and conducted the postoffice which was opened Oct. 1st 1886. Dilly was the first agent at Monango.

The Keystone people moved their outfits and buildings over the fall of '86 and the following winter most of them came over, a few moved onto farms and took their buildings along, including Knox and Fleming.

The church at Keystone was moved over to Monango. It had been racked by a storm and had to be rebuilt but the same material was used. It is the only Protestant church in Monango.

There was never a real boom in Monango but along about 1888, when there was a big crop, the town was larger and did more business than in later years, both sides of the street were lined with buildings and one of the stores was reputed to be about the best in the county. Haggerty was a big wheat speculator and bid way up for the good No. 1 hard grain in those days and made Monango a big wheat market. Mr. Magoffin has seen a hundred teams lined up waiting at the elevator to unload. At one time the livery barn kept sixteen to eighteen teams on hand for use on country drives and then at times they could not supply the demand. There was a cheese factory for a number of years; it ran from about 1897 for about five or six years and then had to go under; the hand separator came in and farmers shipped their cream. For three years they took first state prize for cheese at Monango.

The first bad fire was the meat market about 1910. The next was a bad one in 1916 which burned out Magoffins' big store. Mr. Magoffin did not get to school more than six months after he got to Dakota and it had been irregular before that. After they got the postoffice at Monango he worked out at whatever he could get, mostly carpentry. In the fall of 1889 the elder Mr. Magoffin started a store just east of his house where the postoffice was. Eb worked in the store after it was started. In 1896 the business was moved across the street to the location where they burned out, the father continuing in the business until he grew too old and died at the age of eighty-

one. Eb gradually grew into the business and still continues it.

J. E. D. Brown came out from Thompson, Ill., in 1882. He came out with his parents to Ellendale. His father was Ben Brown. They located six miles north of Ellendale. Ben Brown got a homestead in that vicinity and later J. E. D. also got some government land, when he became old enough, as he was only about fourteen years of age when they came to Dickey county. Mrs. Brown got a homestead or at least took the family there in 1898. They moved off in the spring of 1900 and then moved onto a place a mile and a half east, then they lived in Ellendale and worked a farm some distance out while the children went to school in town.

CHAPTER XXV

YORKTOWN

[The authorities for this township and the interesting town that once flourished within it are the stories of C. H. Curtis, James Curtis, William J. Uecker, Mrs. James Pollock, Ben Nelson and Mr. Ira Barnes.]

IN the spring of 1882 three gentlemen from the State of New York, Rev. G. S. White, Rev. Robert Hogaboom and William Gilbert came to Dakota together for the purpose of taking up for themselves and others government land, and if the three could unite on a location the parties represented by them would constitute a sufficient number to form a settlement.

At that time there were no settlers in Township 131 between the Maple and James rivers. Preferring to keep outside the land grant limits of the Northern Pacific Railroad Company the gentlemen named looked over Township 131 Range 61, which so fully satisfied them that they at once chose it for their colony. At that time Ellendale was but three months old and the nearest railroad station. On the southwest quarter of Section 17 was found a beautiful location for a townsite surrounded by miles of fine farming country. A preliminary survey was secured, a line measured in from the township west (Maple) to get the location, the townsite fixed upon, and the country round about occupied by the parties represented by the building of claim shanties and a little breaking around each.

The land being as yet unsurveyed by the Government and the general belief being that the Chicago, Milwaukee & St. Paul Railroad Company would push on its road to Jamestown at once, the preliminary work of locating the New York colony was suspended until those forming it came to establish a residence in the spring of 1883 on the claims chosen for them.

On the return of Messers. White, Hogaboom and Gilbert to New York state with a report of their work here many others expressed a desire to join the colony which was made up of professional men, farmers and mechanics under the management of the eastern members of the company. Arrangements were perfected for bringing the first of the colony to Yorktown in April, 1883. Others soon followed and many from other states came and joined it. Rev. Mr. White and his two sons were the first actual residents, spending most of the summer of 1882 upon their claims. George A. White, one of the sons, was the first to open a store, beginning trade in April, 1883, and he was also the first postmaster at Yorktown. A. C. Hogaboom built the first residence on the townsite; Sutton & Stone Brothers were the pioneer hardware merchants. Later, Crocker & Holway from Boston, Massachu-

setts, built a fine store building. Messers. Mead, Jennings, Rounds, G. F. Morey, W. H. Main erected buildings upon the townsite, Mr. Morey's being the Yorktown House. Beck & Fell put up the first blacksmith shop. The first well to be put down in the township was on the townsite, a fine vein of water being struck at thirty-five feet, the work being done by James Curtis and Matt Kelley. The government had donated the townsite and from this fact any one who would put up a building was given a lot, so several of these buildings were located on donated sites.

On April 10, 1884, Mr. M. B. Kimball established a newspaper in Yorktown called the Dickey County Press. W. M. Teichman also erected a blacksmith shop in 1884. At first any settler brought the mail out from Ellendale, some one who was in town or the settlers took turns in bringing out the mail. Mr. Ira Barnes one of the first settlers brought mail out on foot from Ellendale. After LaMoure was established the stage line was changed to run through Yorktown between Ellendale and LaMoure. This was established as a mail route and the new town then had daily mail service both ways. W. A. Caldwell of Keystone established a loaning and land office upstairs in the post office building, offering loans of from \$250.00 to \$600.00 on good quarters of land. Hall & Holway also conducted a land and loan business.

The township of Yorktown was surveyed by the government surveyors in June of 1883, and was open for filing late that fall. At that time a settler was entitled to file on a homestead and tree claim at the same time, thus acquiring 320 acres of land. When the township was organized it consisted of the township in which Yorktown was located and also the township to the north afterward known as Wright township. The township was named Yorktown on account of its being settled by people mostly from York State.

Among the first settlers or squatters who filed in the township in 1883-1884 are the following; E. C. White, Chas. Young, Ira A. Barnes, M. P. Flag, Mrs. Bell Bucklin, C. W. Palmer, who later became Treasurer of Dickey County, W. H. Main, Miss Hewit, George Pierce, W. M. Uecker, Sr., H. P. Holway, Z. Crocker, George White, Sr., George White, Jr., Albert White, Miss Carrie Holms, Mrs. M. B. Priest, George Vanfleect, Sr., Elizabeth West, Frank Van Middleworth, A. P. Morey, George Kellet, C. A. Birdsell, A. J. Wells, J. A. Dawe, James Kerr, C. A. Roundy, A. C. McKorkell, David Craig, Guidean Merchant, Dr. M. F. Merchant, Robert Arndt, Morg Jennings, Wm. Gilbert, A. C. Hogaboom, Sidney Mead, B. M. Gamber, Frank Lick, Mrs. Spiller, E. A. Fell, Matt Kelley, H. H. Peck, James Curtis, Wm. Gregg, Dell Williams, Alex Smith, George Earl, Chas. Morrison, Joseph Harrison, E. A. Wippich, Chas. Johnson, George Morrison, Jacob Elners, Mrs. Larkin, Neil McLean, Lafayette Crowell, Luke Killmer, R. D. Cook, N. Morgan, Sol Hunter, John Hunter, W. H. Seward, Sam Kessler, George Lippincott, Carl Nelson, B. L. Nelson, Cox brothers, Julius Hoganson, John Anderson, E. C. Holms, Ole Enger, Ser Holms, M. Cox, Sr.,

Otto Lindell, Garret Fort, Mrs. Alida Lewis, Annie Hoganson, Gil Swanson, G. F. Morey, Dr. Mead, Rev. White, Wm. Sloan. W. J. Uecker bought a relinquishment of Martin Flagg for \$400.00, which purchase included a team of horses, a wagon, a shanty, and a few dishes and chairs.

The first homes built upon their claims were mostly of cheap material some simply built of sod and plastered on the inside with clay; some were built of one thickness of boards and sodded up on the outside, and some were entirely of lumber. They were all warm and comfortable, however, in the wintertime. Nearly all the barns were built of sod walls with either boards or hay for a roof and they were comfortable in the coldest weather.

The fuel that was used for cooking and heating by our first settlers consisted of soft coal (which could be bought then for about \$6.00 a ton), hay and cow chips. Some families burned nothing but hay all through the winter months. There was no grain of any kind raised here in the year of 1883, that the writer has knowledge of, therefore there was no threshing to be done that year. In 1884, Charles and Frank Leonard of Kent township ran the first threshing machine in Yorktown, that being the year the first crop was raised, and this crop turned out well. Farming was carried on at that time to a large extent with oxen. Many farmers having no horses at all were obliged to use oxen on the road as well as on the farms. Trips were often made to Ellendale and LaMoure with ox teams for supplies and delivery of their first crops, a distance of twenty miles or more, often the round trip being made in one day, or from four in the morning till twelve at night. Many of the early settlers on a Sunday put their families in the lumber wagon or on a stone-boat, hitched a yoke of oxen on and slowly wended their way to church: others not so lucky as to own even an ox-team went on foot. There were few buggies here at that time, but every one seemed to enjoy the means of travel.

The first Sunday School was organized in 1883 and held in Sutton & Stone's hardware store, with a good attendance. Later a suitable building was purchased for church purposes, which served as a church for many years.

Money was scarce with many of the early settlers in those days and work was also not very plentiful, and many of the new settlers were obliged to go north around Lisbon and Fargo to procure work for harvest and threshing to get their winter supplies. Wages at those places were from \$1.50 to \$1.75 per day, and what little could be earned at those wages for a short time in the harvest fields did not get any luxuries for their families during the long, cold winter that followed; as the winter of 1883-1884 was a winter of deep snows and many blizzards lasting from two to three days, many of the low sod houses being completely buried with snow. But none of the early settlers of Yorktown perished in any of those storms, although some had narrow escapes before finding some place of shelter.

The first residence to burn in the township was the claim shanty of

Otto Lindell, which took fire while he was out and burned up with all his belongings. The next to lose their home was the family of Mr. Cox whose house caught fire in the night and they too lost nearly all they had in the house.

The James River Mutual Hail Insurance Company of Plankinton, Dakota wrote the first hail insurance in the county, but the people of the county felt they could maintain their own hail insurance company, organized a mutual company backed by many of the most substantial men in Dickey county, and they made it pay as witnessed by a letter sent with a refund check to Mr. Ira Barnes who was himself a member of the company, a Yorktown pioneer and still connected with the mutual insurance company for fire insurance in his county.

In April, 1883, the first religious service was held in Yorktown. The Rev. Bishop Haire of Sioux Falls was traveling from up in the north part of the territory, by stage, to Ellendale, and the Maple river was at flood and could not be crossed, as the ferry at the Hancock Crossing was not quite completed, so the Bishop was obliged to stop over Sunday at Yorktown. Word was sent out that the good old man would hold services if we would furnish the congregation, and fifty-two people gathered the next morning at eleven o'clock in the unfinished hardware store of Stone Brothers. Of that number only three remain in the vicinity (1925), according to a list that was written out by George Lippincott that morning. The pews were constructed from scaffold planks and empty nail kegs, and the pulpit was the still crated office desk.

On another occasion, in the winter of 1884, the stage from LaMoure to Ellendale was blocked by a bad storm, and compelled to stay over at the Morey House in Yorktown. Among the passengers was the Hon. Eli Perkins a noted lecturer of that day. "We boys"—which is the generic term for all settlers, either old or young, male or female—got into the village to the number of thirty-five or forty and were entertained for one and one-half hours by a lecture of the best humor and anecdote, from one of the most popular speakers of that day, and, best of all, it was free, "which just about fitted our pocket-books."

Among the early settlers of Yorktown township was Colonel George Roff, father of Mrs. A. J. Wells, and a man of wide acquaintance in New York and Chicago. He was among such men as Horace Greeley, and the Putnams, father and sons also, Pierpont Morgan and Hon. William McKinley. Mr. Roff conceived the plan of starting a Settlers' Library and proposed that the homesteaders should furnish a building, organize a board to manage it, raise enough money to pay the necessary expenses, such as postage, cataloging and labeling, while he would ask for donations of books and magazines. A Mr. Crowell of New York City donated a building, and the community took hold of the enterprise as a unit, and the result was that within eight months 1200 volumes of choice books and magazines were on

the shelves. At the opening in June there were 400 people in attendance and Governor Burke came down from Bismarck and gave the address of dedication. There was a good dinner served at the church, where the tables were filled and reset three times. Mayor W. H. Ellis of Oakes, a popular lawyer of pioneer days, also spoke, as well as others of lesser note.

The first school officers in Yorktown township were elected in 1883 and were; Director Geo. Roff, Clerk M. P. Flagg, Treasurer E. H. Fell. They called their first school board meeting on August 3, 1883. One of the important questions discussed was the location for the first school house to be built in Yorktown. The first school house was built in the fall of 1883 on the southwest quarter of Section 10. The size of the building was 12 by 14 with 7 foot posts. The furniture consisted of seats and desks made by the carpenter. The text books used in the school were books that the pupils happened to have on hand that were brought here from the East. There were fourteen scholars enrolled. Those who helped to erect the building were E. H. Fell, H. H. Peck and James Curtis. Professor C. O. Roundy, a homesteader from New York was hired to teach the first term of school at a salary of \$20.00 per month. Among those who attended the first term of school who still reside in the county are C. H. Curtis of Yorktown, Matt Kelley of Porter township, and Mrs. George Whitfield (Isabell Fell) of Glover.

One day one of the pupils looked out of the window and saw a herd of about one dozen antelopes passing by about eighty rods from the school house, and the teacher dismissed school so the pupils could go out and watch them. The antelopes stopped and looked at the people a few minutes and then ran off and were soon out of sight.

Mr. M. P. Flagg took the first school census in the district but the records do not show the number of children he found. The little 12 by 14 school house was moved to different locations to best serve the settlers for several years, and was finally sold to the highest bidder and now stands on the Otto Lindell farm west of Fullerton, where it is a part of a dwelling house. Among the first teachers in Yorktown township were; Mr. C. O. Roundy, Miss Cora M. White, Miss Sarah Smith, H. P. Holway, Nora Stevens, Eva Smith. The salary ranged from \$20.00 to \$26.00 per month.

In the year 1886 the Soo Railroad was surveyed through the township, also through the center of the townsite and the prospects looked good that Yorktown was to have a railroad station, but the station locators, after looking over the town went on and fell in with the men of the Fuller and Sweet ranch and did not come back to Yorktown, so the Soo people established a new town three miles further west named Fullerton, and Yorktown went the way of several other inland towns that were started in the early days; its buildings were moved away, some sold to settlers and moved to their claims, some were moved to other towns. The store of Crocker & Holway is now owned by Thomas Parks of Fullerton as a residence. The build-

ing used for a church was sold to J. A. Dawe of Maple township who made it over into a residence, and all that remains of the village of Yorktown at the present time (1928) is the farm house of Mrs. A. P. Morey which was formerly the Yorktown House built by G. F. Morey.

Over in the eastern part of the township there was quite a settlement of Norwegians. A party of fourteen men had come out from Fargo looking for land in 1882. They were troubled by much rain and deep sloughs so did not find a location that year. Among these were B. L. Nelson and his brother Carl, Ole Enger, Erick Bye, John Anderson, Gilbert Swanson and Julius Hoganson. In the spring of 1883 they came out to Yorktown and found Wm. Gilbert anxious to earn a fee for locating people, and they as anxious to get located were soon on some land, they thought not the best in the locality but being anxious to get started they accepted their claims in the east side of the township. The land was just surveyed but was not yet opened for homesteading, so they "squatted" on what they were given and took a chance for filing when it should be opened. They paid \$5.00 each to the locator for finding the land. Ole Enger located on the northwest of 26, Carl Nelson on southeast of 23, Eric Bye got southwest of 23, Erick Holm on northwest of 23, Ole Enger got 26 (no one else would look at it), Gilbert Swanson got southwest of 27 and Julius Hoverson the northeast of 34. The men went out to various jobs such as digging wells, breaking sod and anything to help them earn something and each one had to do some breaking for himself to hold his claim. These people constituted about one-third of the voting strength of the township and sometimes determined the elections. Of the original group of settlers who located on these tracts of land not one remained in 1925 except Mrs. Ole Enger.

Among the list of early settlers still residing in the township and vicinity in 1925 are; James Curtis, Otto Lindell, Mrs. Ole Enger, Robert Arndt, J. A. Dawe of Maple township, E. M. Wippich of Maple, Ira Barnes at Ellendale, B. L. Nelson and Carl Nelson of Wright township, Sol Hunter and Sam Kessler of Oakes, Mrs. Isabell (Fell) Whitfield of Glover, Matt Kelley of Porter township and John Anderson of Fullerton. Mr. A. C. Hogaboom of Yorktown was one of the first County Commissioners to be elected by the people following the original board appointed by Governor Ordway.

CHAPTER XXVI

MAPLE TOWNSHIP, 131-62

[The note book of Mrs. E. J. M. Wippich and the story given by Benjamin Porter, both of them pioneers from the beginning of settlement, are the sources for this chapter.]

THE first two settlers in Maple Township were Alonzo L. Hancock and Thomas H. Ingraham, who came from Beurent, Illinois, and settled on adjoining claims in April 1882. Mr. Hancock took the southeast of 23, and Mr. Ingraham the southwest of 23, 131-62.

Early in the summer of the same year John F. Oberman, of Joliet, Illinois, filed on land in the northwest part of the township, and Thomas Hodgins on the southwest of 7. The same year Ben Davis, Harry Memory and I. E. Memory arrived from Oglesby, Illinois; G. M. D. Southworth, A. F. Gillet, Mrs. A. F. Gillet and daughter Jennie, O. B. Peckons, Benjamin Porter and E. F. Sweet from Michigan; J. N. Armstrong from Jamestown, North Dakota; William Gregory and David Craig from Canada; Charles Matter and I. S. Smith from Illinois; C. J. Taylor from Nebraska; H. C. Kohler, Jarvis Pock, Oscar Porter and C. W. Porter from Michigan and Joseph and William Blumer from Iowa.

In 1883 the new comers were Mrs. William Gregory, sons Robert and Allan, Mrs. Maggie Dawe, sons Fred, Robert and Willie; Mr. and Mrs. Thomas Parke, Mrs. Anna Hines, Quebec, Canada; Mrs. Ol B. Peckons, Illinois; F. M. Wood, John and Peter Nelson, J. A. Dawe, Quebec, Canada; W. N. St. John, New York; T. M. Gibson, Neoga, Illinois.

These people, the first few years got their mail and attended all social gatherings at Yorktown. They also attended church services which were held regularly at that place. One of our early settlers, Rev. I. E. Memory preached the first sermon in the township in a claim shanty on the northwest of 17, also drove with his family, a distance of seven miles, to Yorktown where he held M. E. services for several years. He was not ordained but conducted many a funeral service, giving the comfort that otherwise would have been hard to obtain. In the year 1890 when regular preaching service was established by the M. E. church at Fullerton he occupied the pulpit on alternate Sundays with the regular minister. He also took charge of the Bible class in Sunday School, working for twenty years without salary, besides doing his work on his farm—one of the real pioneer missionaries. The family left Fullerton in 1902 for California, where he was killed in trying to protect the property of which he was in charge.

Of the very early settlers in this vicinity of the "Territorial Days" still here in 1927 are: Mrs. William Gregory, Thomas Parke, Benjamin Porter, Mrs. F. W. Teichman, Mr. and Mrs. J. A. Dawe, Mathew Kelly, Mr. and Mrs. O. B. Peckons and son Charles, Robert Gregory, F. O. Alin, Mr. and Mrs. E. J. M. Wippich and Mr. and Mrs. Alex Alexanderson.

The first women in the township were the Misses Mattie and Minnie Oberman, who with their brother Henry J. came from Joliet, Illinois, to join their father in August, 1882. These ladies, now Mrs. Mattie Snyder and Mrs. Minnie Mackintosh are both widows and in business together in Canton, Illinois. The father, John F. Oberman, passed away several years ago. The only member living here in 1928 is the son, Henry J. who has filled many positions of trust in the county, and still owns the old homestead on section 5 in the northwest part of the township.

Travel in the spring of the year when the Maple River was out of its banks was considerably hampered as there were no bridges and travelers had to depend upon finding the fords; and in times of a spring freshet this was a dangerous undertaking.

Our earliest two settlers A. L. Hancock and Thomas H. Ingraham who had adjoining claims on the Maple River southeast of the present site of Fullerton constructed a ferry in 1883 when all fords were impossible. This was made pontoon fashion; the platform resting on barrels. A year later Mr. Hancock constructed a bridge across the river on his land; charging toll to keep up expenses. The bridge was made of heavy timbers and had stone approaches that are still there.

Then came small wooden bridges, but these were either under water or swept away during the spring months, and finally these have been replaced by fine concrete bridges, of which there are five across the Maple in the vicinity of Fullerton.

"How Mrs. William Gregory Became a Pioneer."

"My husband and I had been keeping a little store in Quebec, Canada, for four years and doing nicely. About Dakota we knew very little; in the spring of 1882, David Craig who was a half brother of my husband, returned from near Fargo where he and Thomas Parke, also of Quebec, had been on a ranch. David gave such glowing accounts of the country and inspired us with the belief that money was just lying loose ready to be picked up. Mr. Gregory therefore sold the store and in November, 1882, started for the land of promise. He was accompanied by William Cathcart and David Craig; bringing some horses, cows, plows and a few household goods. He first made entry or rather located on section 18 in the western part of the township; put up his shack and other improvements.

"When J. M. Armstrong arrived a short time after, he claimed he had already filed on this land and paid Mr. Gregory \$100.00 for the improvements. He then re-located one and one-half miles east of where Fullerton now stands on the northwest quarter of 13, 131-62.

"In the meantime I, with the two small boys, was staying with my parents Mr. and Mrs. Henry Kerr until we were sent for; and in February 1883, I, with my two sons, Robert four and Allen two years of age left Quebec for my Dakota home. There were also with me my brother James Kerr, Robert Craig, Mrs. Maggie Dawe and her three boys, Fred, Robert and Willie. We came via St. Paul to Fargo, where we were storm bound for a week. I was so blue and homesick on account of conditions that I made up my mind to get a ticket and take the next train back home. I asked my brother Jim for some money as he was carrying \$500.00 for me. He told me there was nothing to buy there and said he knew what I wanted was to return home; so he didn't give me any. There were not any trains from Fargo in this direction so we left by team in a bobsled with only a single box, and we could not keep very comfortable. All day we traveled through deep snow; nothing in sight but snow; if there was a shack we didn't see it. At night we came to a four room house, which the driver told us was near the Jim River Valley. There was a man and his wife and two small children in this home and they made us as comfortable as possible for the night and the next day we resumed our journey arriving in time to eat supper with the Stephensons at the "Half Way House"; going on that night to Mr. Gregory's shack. A blizzard came up and the storm was so bad that it seemed as though every minute our shack would be blown to pieces. They put the horses in one end of the shack with a large rug hung between them and us. We stayed there all the next day, when the storm got so bad that in the evening Thomas Hodgins a neighbor across the road and a little east came and took us all over to his place where we had to stay three days.

"Just after this storm I made my first bread, mixing it in a large pan, I put it into a large flat iron kettle to rise and baked it in the same; and you can imagine what it was like. I had never even seen bread baked before.

"The men who were now with my husband went with him to build a house on the other claims; they were—James Kerr, "Jack" Dawe, Albert McCorkle, David and Robert Craig. This was a two room building and while they were there another blizzard struck which again lasted three days and caught them just as their food was gone and they were forced to eat oats and barley which they had for the horses. In this storm as before Mr. Hodgins came over and took us women and the boys over to his place.

"As soon as the new home was finished, we all moved over and after a few days Mrs. Maggie Dawe and her boys went to Ellendale where she opened up a boarding place; there for six months I was the only woman on the prairie on the trail from my home to Ellendale; and didn't see a woman's face until in August when Mrs. Thomas Parke and her mother Mrs. Hines arrived. I was kept busy cooking for my household, which besides my own family included many of the bachelors."

Of the many dangers with which the settlers in this prairie country had to contend, prairie fire seemed to be the worst. One of these in the

writer's own experience, that will long be remembered, is the one of November 15th, 1905. The morning passenger train, westbound, had just passed, when some sparks from the engine set fire to the prairie about three miles west of Fullerton near the Brook Knox farm on the south side of the track. Swept by a heavy northwest wind, the fire increased as it went; in places leaping fire breaks as though they had not been in existence, and causing destruction and terror to those in its path.

Only those who have passed through such an experience can imagine our fright when we saw the terrible flames coming directly toward our little home where lay our only child ill of pneumonia. We kept as cool as possible, and worked as parents would who had so much at stake. A tub of water was carried and with a broom the mother threw water over the front of the house while the father replenished the water in the tub. The flames were coming over the hill, and terror was in our hearts, when from another direction came the sound of galloping horses; and a wagon load of men dashed into the yard, knowing that our loved one was ill and we directly in the path of the destroyer.

While some of them moved the machinery to a plowed field near by, others came into the house, rolled the sick one in bedding and carried her behind a granary, where father, mother, and rescuers gathered; then with a rush, and a roar and blinding black smoke, the fire was all around us. As soon as the head fire had passed the men rushed out and beat out the fire around the buildings none of which were burned.

The mother in gathering up valuables placed them in a bureau drawer, putting a pillow on top to hold them in; but in the excitement carried out only the pillow leaving the treasures behind in the house. In the meantime the fire was rushing on; leaving not a spear of grass or stubble; taking hay and straw stacks as it went, and behind was the most desolate, bare and blackened country left in its wake. Much distress followed during the winter as it was a hard matter to find feed for the stock. Thousands of acres were laid bare; and the loss to the settlers was inestimable.

Some of the barns were cut into the side of a bluff and only the front and roof were made of boards, while some made a frame and covered it with straw. Of the later, the only visible lumber was the door. They were quite warm especially those cut into a bluff.

One of the most unique barns we ever saw was made of a stack of hay; tall slough grass. The stack was 30 feet long and twenty-four feet thick. A frame was put in and the south front was made of boards in which were the door and a window. The hay cut out from the center was put on top for the roof. This made the barn very warm and comfortable for the four oxen and some chickens and gave a dry place for the tools.

This was built by E. J. M. Wippich in '86 and stood until after the owner left the farm and could no longer look out for it. A prairie fire, which swept through that vicinity in '92 destroyed both barn and shack.

Gideon F. Morey had a large sod livery barn about sixty feet long and thirty feet wide which had a board roof. This was built in '83 and used up to the summer of '97. Many will remember the barn as it was used by the travelers from Ellendale and LaMoure in early days.

During the years 1880-81-82, Mr. Porter was practicing law with Stewart and Sweet in Grand Rapids, Michigan. There was considerable discussion at times in the office about the land boom in the west. Mr. Porter and Mr. Sweet became interested and the former made the suggestion that he, Porter, go out to Dakota and look over the land and see just what the situation was. Mr. Sweet was to finance the trip. Mr. Sweet agreed to this and Mr. Porter went to Fargo and stayed about a week. Mr. Sweet and Charles Porter came out soon after Ben reached Fargo.

On the 17th day of August, 1882 the Porter party drove across to Keystone from Grand Rapids with Mr. Kindred as guide, looked the country over and the next day drove to the present site of Fullerton where they decided to take land. Mr. Sweet and Charles Porter went back east leaving Ben to establish squatters rights. The land was not surveyed but they hired a man named Ed. Brown to make a preliminary run over to the Fullerton site so that they would have an idea where their corners would come.

Mr. Ben Porter tried to cover section 15, putting up claim shanties on six or seven quarters just to hold them till the land was open for settlement and the other men could get back and establish their title. Sometimes when land was to be taken and lumber was scarce, a squatter would drive a stake in the ground and nail a board to it with his name and address thereon till he could get something better, but this scant evidence was not always respected.

When the Porter party was at Keystone they had to stay at a boarding house there; rates were \$2.00 a day. The people who ran the place were—J. Haggerty, brother of the town site Haggerty of Aberdeen, Miss Viola A. Knox and Mrs. Hamilton (E. B.) Mr. Porter hired a pony from W. A. Caldwell and rode over to his new location near Fullerton (to be) nearly every day; put in his time there and returned to Keystone every night and stayed there. He hired the pony at fifty cents per day.

Ed Brown hauled over a load of lumber from which to make the shanties and Mr. Porter did most of the work. The shanties were about 7x8 no floor, shanty roof. That fall Mr. Porter went back to Grand Rapids, Michigan, and stayed in Mr. Sweet's office till the 26th of February, 1883, when Mr. Sweet and the two Porters came out to Fargo. They had an arrangement with their attorney at Fargo to let them know when their township would be ready for settlement or filing and he had notified them. They had reached Fargo on the day it was to be opened and they all made their filings then and there, and then went back to Grand Rapids.

In March 1883 Mr. Porter came back to Dickey County by trail via

Aberdeen, reached end of track at Ellendale, March 28th, 1883. The old frontier days were still so near that even a stray buffalo was to be seen and Mr. Porter actually killed one.

This animal was shot about 20 feet north of a barn on the southwest of 15, 131-62. Mr. Porter had got up and started to the barn to do his chores when he met his dog coming from there. He went on to the barn and looking around the corner saw the buffalo, so he hurried back to the shanty and called his brother who was in the next room and told him what he had seen. The brother was so excited that he could not find his clothes but finally got some thing on and loading their guns they went out and shot the buffalo. The head and hide were preserved for many years but the moths finally destroyed it. Five hundred pounds of the meat was taken to Ellendale and sold to a butcher at five cents per pound and retailed at from twenty-five to fifty.

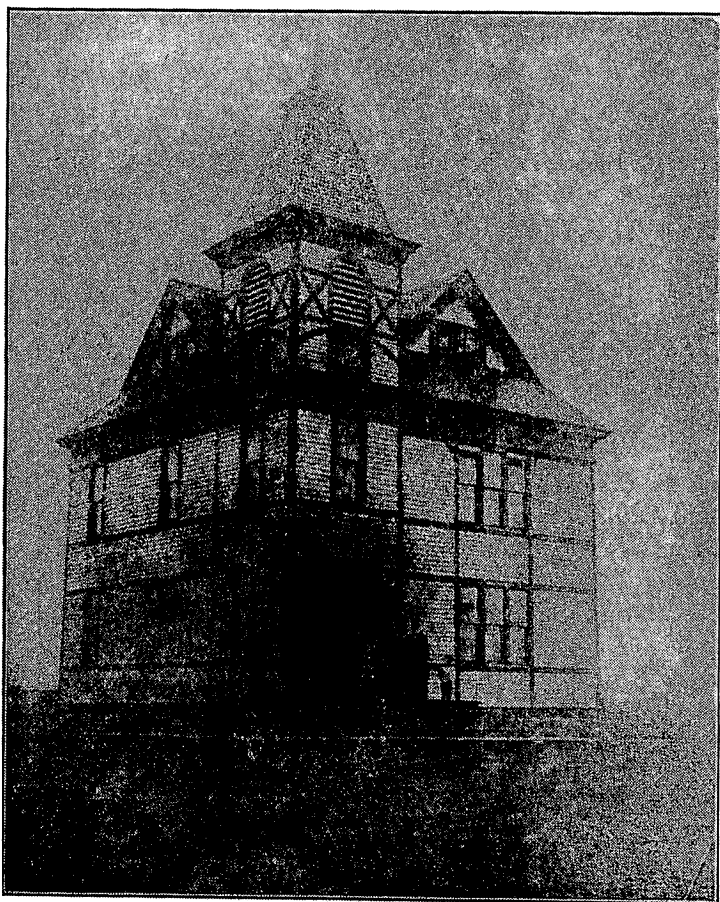
When Mr. Porter came back to Dickey County on the 28th of March, 1883, he "footed" it across lots from Ellendale to the claim on 15. He had to cross the Maple on blocks of ice in the channel for there had been a thaw and the ice had broken. During the year of 1883 his brother Charles W. came out from the east again and they made further improvements on the land, got some breaking done, dug wells and helped other settlers.

The first school house in this district was a one room building one and one-half miles east of where Fullerton now stands. The teacher was Miss Marie Herbert of Michigan; the pupils were: Robert and Allan Gregory Stewart, Sidney, and Estelle Parke, Mary Birdsell, Jessie Lehman, Ray and Charlie Porter. Only two of these pupils reside in this vicinity at present; Robert Gregory and Jessie Lehman—now Mrs. R. D. Johnson. The teacher Miss Marie Herbert became the wife of Benjamin Porter, August 1890 and passed away June 22, 1917.

Maple Township, was at first called or rather was, a part of Porter Township, which was named for the Porter brothers, Benjamin, Oscar, and Charles who were early settlers. In 1913 on petition, the township was divided; the north half 132-62 retaining the name of Porter; the south half given the name of Maple in honor of the Maple River that runs through it from the northwest to the southeast. The village of Fullerton was plotted on land belonging to Mr. E. F. Sweet and named Fullerton in honor of his father-in-law, Mr. Fuller. The "Soo" railroad was offered free right of way through the town site if they would locate a town on Mr. Sweet's land on Section fifteen which offer was accepted and the railroad was completed through here in September, 1887. In a short time a depot was erected and Charles G. Howard of Emmetsburg, Iowa, with his wife and daughter, Bessie arrived to take charge as the first agent. Trains only ran once a week, Sunday afternoons.

The first store was a large building erected by Mr. E. F. Sweet and occupied by George F. Bartlett, who kept a general line of merchandise also

a millinery department in charge of Mrs. Bartlett. They had a baby daughter, Immogene, and the family occupied the very nice seven-room apartment over the store. Mr. Bartlett was also the first post-master; taking the place of Benjamin Porter who received the appointment but refused to qualify. This postoffice was located in his store. A building was erected on the east side of main street for a boarding and lodging house, and this was first conducted by Mr. and Mrs. Paxton from Ellendale.



The Fullerton schoolhouse as it originally looked. This was built in 1889. In later years an addition was erected on the west side making it twice the original size.

The village school house, a two story building was erected in the summer of 1889 and at the dedication the address was given by Joseph Devine, at the time County Superintendent of schools for LaMoure County and the music was by Mr. and Mrs. James Barrett. Mrs. Fuller, mother of Mrs. E. F. Sweet donated \$1,000 toward the expense of the building. The

upper room was seated with chairs and used for church and Sunday School, entertainments and socials; while the lower room was used for school. Professor Sorick of Michigan was the first teacher in this building.

The first Church Society organized in Fullerton was the Presbyterian, by Rev. E. E. Saunders of Fargo in March, 1889. The first minister was Rev. Sangree. A Presbyterian Sunday School was organized at the same time in the house of G. F. Bartlett. L. H. Getman was elected an elder in the church, also Superintendent of the Sunday School.

The first hotel the "Carrol House" so named in honor of Mr. Sweet's eldest son Carrol, was erected by Mr. Sweet in 1889 and is a three story structure. The first landlord was L. Getman.

F. W. Teichmann had the first blacksmith shop in Fullerton moving here from Yorktown where he had been since 1884. Mr. Teichmann was married December 11, 1888, to Miss Emma J. Wells of Yorktown and they went immediately into their new house—the first residence built in Fullerton. Mr. Teichmann passed away September 14th, 1922, but this is still the home of Mrs. Teichmann.

The first rural mail delivery in the county was established at Fullerton December 1st, 1902—making a twenty-five mile circuit through the Porter, Wright and Yorktown Townships. It was mainly through the efforts of F. O. Alin that this route was established. Thomas Parke was the first carrier. Route No. 2 was established May 1st, 1905. Frank Van Middlesworth was the first carrier. The first lumber yard was owned by the Sawyer and Arnold Lumber Company and Harry Doney was the first agent. The first elevator was the Atlantic—now the Farmer's elevator—Mr. Coffee was agent.

The Union Church was erected in Fullerton during the summer of 1907. The Committee for soliciting funds were Messrs. G. M. Gamber, Thomas Parke, B. S. Kingley, E. S. Thomas, Benjamin Porter, J. A. Dawe and E. J. M. Wippich, people of all denominations contributed and it was to be used by any religious organization, by each paying a small sum for the up-keep. The two lots on which it stands were donated by Mr. E. F. Sweet. The Church was dedicated August 1907. Among the speakers were Bishop Cammeron Mann and Rev. Cowan, Episcopal Rector here at that time; Rev. C. M. Haas, Presbyterian Church at Monango; and Rev. C. W. Samuelson, Lutheran Church at Oakes.

Two Newspapers—the Fullerton Farmer, edited by J. S. Jensen about the year 1905 and continued a few years by the Fullerton Independent established by R. O. Knowles April 1st, 1915, were sold to other papers of the County.

The first Livery and Feed Stable in Fullerton was put up on Lot 5 Block seven by H. M. Gibson in the spring of 1889, and was well patronized, the "livery" being one horse and buggy.

The first band was organized by James Barret, an arrival in '89 from

London, England. Members were; H. J. Oberman, Ike Bachtel, H. M. Gibson, Frank and Anderson Beaver, F. W. Teichmann, Bert Armstrong, George F. Bartlett, Samuel Edward and Ray Porter and C. G. Howard.

Fullerton was incorporated as a village in March 1908.

Hon. Edwin F. Sweet

Hon. Edwin F. Sweet who has been connected with this district since its early history, was born at Dansville, New York in the famous Geneseo Valley. Educated in the public schools at Yale and Michigan University Law School; is by profession a Lawyer at Grand Rapids, Michigan. Married to Sophia F. Fuller 1876. Member of the Grand Rapids Board of Education (99-'04). Mayor of Grand Rapids, 1904-1906. Member of Congress from Fifth District of Michigan, 1911 to March 1913. Assistant Secretary of Commerce, 1913-1921—Wilson's Administration. Member of the American Canadian Fishery Commission; Federal Electric Railways Commission; War Industries Board.

Came to North Dakota in 1882 and has large land holdings; has done much toward making Fullerton and vicinity the place it now is. Mr. Sweet gave the right of way to the "Soo" Railroad in 1887, donated town lots to several who erected places of business; giving a plot of his tree claim west of the village for a cemetery; the lots for the Union Church; also the base ball park.

CHAPTER XXVII

PORTER TOWNSHIP, 132-62

[For this chapter the Society is indebted to Mr. Alex Alin one of the pioneers and one who has preserved the old records and stories of the early days.]

TWO young men from Erie, Pennsylvania, coming by way of Jamestown and Grand Rapids, about April 1st, 1882, were the first persons to take up land in this township. One of them, William J. Shauble, selected North No. 2 as Squatters Claim and afterwards purchased a span of horses. The other, Henry C. Dreunner, built his shanty on the northeast of 3. Only the top boundaries or township lines had then been staked out. The inside section lines were not surveyed by the government until October that year, so up to that time settlers had to find their location by measuring from nearest top line. The boys spent the summer at this claim or in the neighborhood doing odd jobs, but went back to Pennsylvania for the winter. When they returned the following spring the land was open for filings.

The next settler and the first all-year-round resident was David S. Keep, from Meadville, Pennsylvania, who in company with M. C. Alcorn, arrived at Cottonwood Lake, April 24th, 1882. Alcorn took possession of the quarter adjoining the lake on the southeast and just over the line in LaMoure County, and before the middle of June had a four room house built there, which remained his home until his death there in March, 1904. After Alcorn had his house ready, they went back to Pennsylvania to bring their families here, returning July 11th. Mr. Keep then decided to make his home on the northeast of 2, and had the first frame house in the township built there; the building being 16 by 24 and 12ft. post and in September moved there with wife and twelve year old son. These three persons were the only inhabitants in the township the winter of 1882-83; their nearest neighbors being Mr. and Mrs. Alcorn, about a mile distant. Keep having lost one leg while serving in the Civil War and unable to do hard work did not carry on much farming. They lived on the homestead until Sept. 1887, when they moved to LaMoure and a year later to Ellendale. In the summer of 1891 they went back to their old home at Meadville, Pennsylvania, where Mr. Keep died in October of that year, 54 years of age.

July 24th, 1882, Alexander Alexanderson and Swan Peterson came down from Jamestown and located claims. Alexanderson on the southeast of 10 and Peterson on northeast of 10. Each starting the walls for a small sod shanty to indicate that the land was taken, returned to Jamestown the next day, not seeing the land again until April the following year. Both

filed pre-emptions on their claims, had breaking done and needed buildings put up and they made final proofs on their claims before the end of the year. Most of the following years Peterson was living elsewhere; but in the spring of 1899, at the age of 64, he returned and started farming his land, using only two horses, and continued for 13 years, also doing his own cooking. The last few years of his life he was cared for at R. Krook's home, where he passed away Nov. 2nd, 1920, at the age of 84 years and 8 months. He was born in Sweden and came to the United States in 1881. Alexanderson died in August 1925, at the age of 78. He came from Sweden in 1869. He was survived by wife and ten children, six of whom were born in the township. The Alexanderson family, went through much of the hardships that often came with pioneer life; having no capital and very little equipment to start farming with and many small children to bring up. Losing their first farm home by fire in 1885, for many years afterward they lived in a small two-room shanty, with only a cookstove for heating in winter.

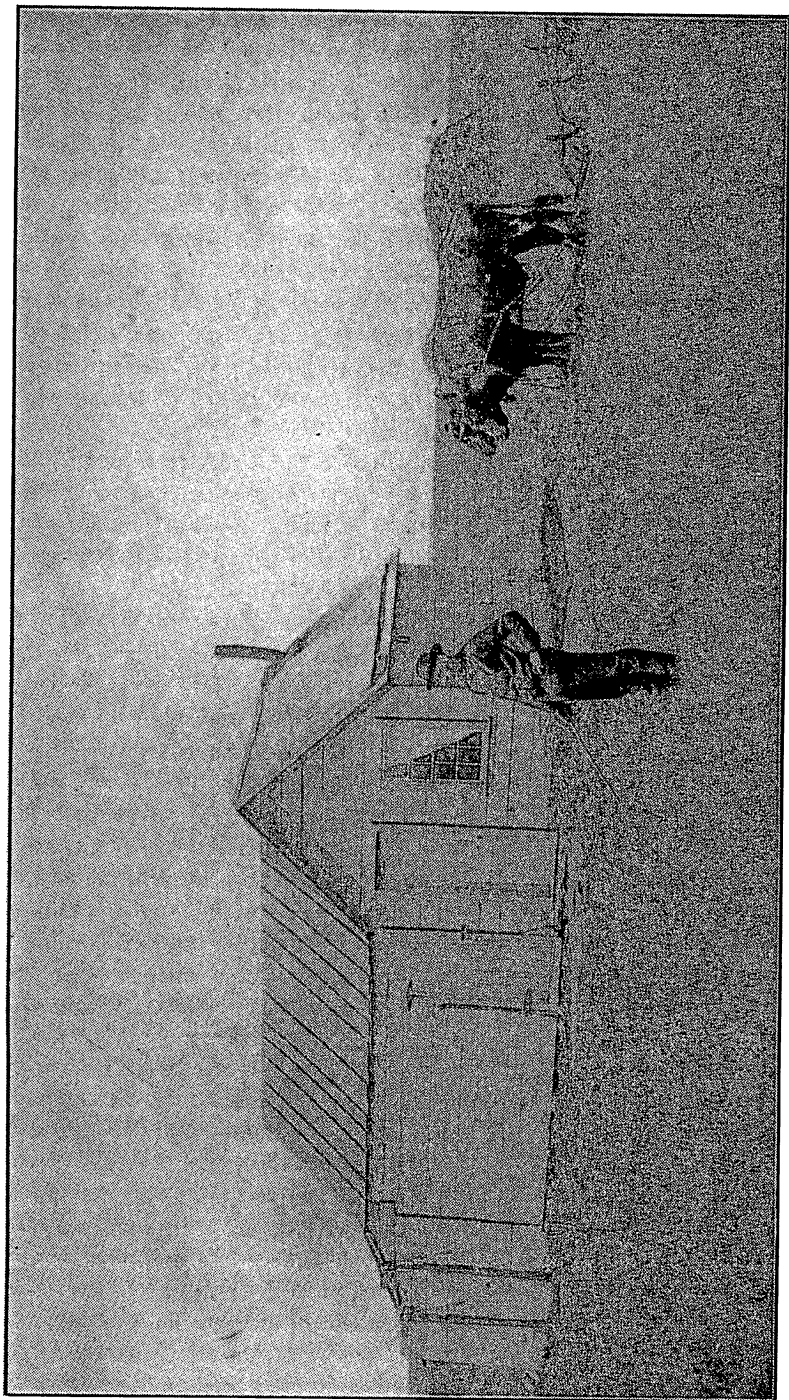
Of those that settled in the township in 1882 only Raynard Krook and Alex Alin are living there in 1928. These two, together with Peter Anderson, started from Jamestown, August 1st, 1882, in a lumberwagon drawn by a small span of mules. By pooling their combined wealth the boys had just enough funds to purchase this outfit. Arriving at section 12 of this township, the boys decided to locate there. Raynard chose the northwest, Alex the southwest and Pete the northeast quarter of the section. A board shack ten by twelve feet was built on Raynard's claim for headquarters, also a sod stable for the mules; on the other quarters sod shanties with board roofs were put up and the claim-holders spent some of the nights in them before returning to Jamestown to earn money to keep the company going; only Raynard staying at the claims to the end of the season. All three were back on the land before the end of March the following spring. Complying with the law as to improvements, and residence on the claims, Raynard and Alex proved up, under the pre-emption law, on their quarters in September that year, and could henceforth leave the land to work out. While "holding down" the claims that summer to procure means of subsistence, they made occasional trips to Jamestown to get a few days work, walking the 60 miles back and forth. Peter was the mule-driver that season but as long as there was work for the team on the claims the extravagance of using them to facilitate the travel of the other boys was not to be thought of.

The following year, 1884, Alex withdrew from the company but Raynard and Pete continued as farming partners to the end of 1889. Peter Anderson proved up on his claim as a homestead in July 1889, it was his home till his death, June 17th, 1925, at the age of 67. He was married July 3rd, 1896, to Augusta Larson, who died in 1909, 44 years old. Two sons survive, Albin and Andrew. Albin continues to reside on his father's homestead. Raynard Krook is still farming the land that he broke the first furrow on in August, 1882. His home was on the old pre-emption quarter

until 1916 when he moved on an adjoining quarter. He was married November 19th, 1896, to Hanna Berg. They have four daughters: Anna (Mrs. Frank Johnson) at Fullerton, Mary (Mrs. Ralph Winslow) in Oregon; Mathilda and Edith at home. For a few years after proving up his claim in 1883, Alex Alin only made a visit each year to his farm. He worked at the printer's trade in Jamestown two years and three years in Duluth. Started farming his land in the spring of 1890. After raising grain a few years he began planting trees about his home and since 1908 has done very little farming. For a dozen years while doing most of his tree planting he also raised and sold nursery stock as a side business. His trees, shrubs and some orchard plantings cover about eighteen acres, including three acres of evergreens. Many kinds of trees, ornamental bushes and perennial plants, seldom seen in plantings on the prairie, are growing in this bachelor's doorway.

The childhood homes in Sweden of these three pioneers were about the same distance apart as their long-time homes in this township. Peter and Alex came to America in 1879; Raynard in 1880. All were back for a visit to their old country home. Alex for nearly a year in 1886-87; Raynard, the winter of 1895-96, and Pete, the summer of 1911.

In September 1882, Chas. A. Peterson, (no relation to Swan Peterson) also from Jamestown and a native of Sweden, while spending a few days in the township put up a shanty on the northwest of 10. Visited the claim again the following spring and foresummer. In July, Jack Weaver, of Cass County placed a shanty on the opposite side of the quarter from Charlie's shack and started proceedings for contesting the claim. After four years legal contention it was decided in favor of Weaver. Charlie then bought out Weaver's right to the claim and a couple years later began farming it. A yoke of oxen, a walking plow, a drag and a second hand broadcast seeder was his farming equipment. He hired for the cutting of his grain. The furnishings of his bachelor apartment were equally economically simplified. To him wheat raising was a paying proposition, while with other farmers it was a losing game. Since 1899 he has been living in Swift County, Minnesota, but still owns his old homestead in this township. As in this township half of the land was granted to the Northern Pacific Railroad Company, and deducting the two school sections, there are left only sixteen sections that could be taken under the land laws. The first day, Feb. 26th, 1883, that the government land in this township was opened for filings, at the land office at Fargo, more than one third of it was filed on by parties living in that city or vicinity. How the lure of land spread from one family circle of city folks over the bleak prairies the following is a sample: O. J. DeLendrecie, founder of the big department store in Fargo, and at that time proprietor of it, filed on two quarters in the township, his wife on one, her father and two of her brothers, (the Basye's), on one each, and two girls named Coyle, in the employ of the DeLendrecie's filed each on two claims.



Residence of C. A. Peterson on the Northwest Quarter of Section 10-132-62—1894

Their entries covered all of section eight, south half of six, north half of twenty-two, the southwest of 4 and southwest of 10. They lost three of their tree claims in later years by contests and relinquished the fourth but proved up on their pre-emptions and commuted homesteads before the end of the year and that was also the end of their rustications in the township. Shortly after this government land inspectors were about the county, taking notes of the doings of the claim holders and checking up on their "home staying" propensities, especially those listed for proving up. The watchful claim-jumpers, which then had appeared on the scene, were also an incentive for many to stay at home more regularly. Before all claims in this township had been proved up, exactly one fourth of them had been successfully contested, the last one in 1903.

Settlers coming after the "land grabbing" of 1883, besides purchase of deeded land and contesting neglected claims also had chances to take over the rights of some discouraged claim holder for a small consideration. At first relinquishments were valued at two hundred to three hundred dollars per quarter but after the poor wheat crops of 1886 and 87, there was now and then opportunities to buy out claim-rights at seventy-five to one hundred dollars per quarter. The railroad company began to sell their land in 1884. The list price was seven dollars per acre, but by buying the Company's bonds, then worth about forty cents on a dollar, and exchanging these for land, the actual price was less than three dollars per acre. Up to the year 1900 what little deeded land was bought or sold for farming purposes ranged in price between four hundred to six hundred dollars per quarter. Agents and speculators had higher figures. The west half of section nine was listed for sale in a local paper in 1899 at two hundred and fifty dollars and sold at that price. In 1925 the same quarters (as well as five more belonging to the same farm) were again advertised for sale, this time by the sheriff to satisfy mortgages at thirteen times the amount that was paid for them twenty-five years before.

In the summer of 1883 there were something like forty-five "homes" in the township. Mostly shacks, sheds, shanties and other nondescript habitations. The most substantial buildings, though small, were those on the Keep homestead. The house was burned by lightning in 1889, no one living there at the time. After the exodus of the urbanites and other pseudo farmers and the further sifting-out process of two dry years there were only nine farmers left in the township at the end of 1887, four of whom had come after 1883. In 1900 there were twenty inhabited houses but only one farmer in the township had more than two hundred acres in crop, and only one had as many as twenty head of live stock. In 1923 there were forty-eight occupied farmsteads and the population had reached two hundred and fifty, but the continued country wide depression of the agricultural classes has since reduced the population of the township a score or so and separated a few of its farmers from their "Earthly possessions."

In common with other agricultural communities farm improvements have been at a standstill the last few years in this township, but for about a dozen years before the deflation much was done toward better improvements and equipment for farming. During the period most of the wild prairie was put under cultivation and good sets of buildings were erected on most of the farms, several houses and barns being among the best in the country. The most commodious dwelling house is the J. M. Anderson home, southwest 7; the largest barn is on the Youngquist farm, southwest 32. Each of these buildings costing about ten thousand dollars. Jos. Pazandak, section 27, is conceded to have the most model and up-to-date farm, with Geo. P. Johnson's place, section 26, a close second. T. J. Kelsh and sons farm the largest acreage; besides rented land Mr. Kelsh has six quarters of his own. He had the first silo built in the township, erected in 1912. Fred Pazandak has the distinction of being the only "horseless" farmer in the township, using tractors exclusively for tilling the soil since 1916. There are twenty-seven artesian wells in the township, the first being drilled in 1903. A few of the farmers in the east part of the township were among the organizers of the first farmers telephone line erected in this county. This line was built in 1904 from Fullerton north to LaMoure. The first rural free mail delivery in the county, started in 1903, as route one out of Fullerton, runs through the center part of the township. The western part is served by a route from Monango. A few farms near the north line get their mail on a LaMoure route and those living in the northwest corner of the township have Berlin for their postoffice.

The following farmers, no longer living in the township lived here for ten years or more: A. Alexanderson 1882 to 1909, died at Fullerton 1925; Peter Anderson 1882 to his death in 1925; Swan Peterson 1882-87 and from 1899 to his death 1920; Chas. A. Peterson 1882-83 and 1889-99, lives in Minnesota; Noah Yokum 1883-93, moved to Cass County; Calvin H. Corliss 1883 to his death 1894; Robert Hay 1884 to his death in 1898, Mrs. Hay and son Charles continued on the farm till 1913 when they moved to Oregon; Sam P. Alin 1884-1906, lives at Gackle; Thomas W. Jones 1887-97, is at Cleveland, Ohio; Frank O. Alin 1889-1910, lives at Fullerton; Frank T. Deane 1899-1923, is in Washington State; Jos. Barta and son Joseph Phillip 1901 to their deaths in 1918 and 1920; Austin Hoffer 1906-26, Joe D. Anderson 1907, 1910, and 1917-26, lives in Maple Township; N. E. Cox 1907-22, lived in Yorktown Township and later in LaMoure County; R. N. Youngquist 1909-23 is in Minnesota; John P. Nelson 1909-25, lived at Fullerton, when he moved back to his farm. In the forty-five years of settlement in the township more than a hundred other farmers have come and gone, many only staying a season or two. One farm, the northwest of 6, has had thirteen different tenants since its first owner, Noah Yokum, left it in 1893.

Persons over twenty years of age residing in the township in 1927, who have lived there ten years or more are; Raynard Krook since 1882

except part of the time in 1884 and 1887-88, his wife since 1896 and daughter Mathilda 1903; Alex Alin since 1882 except most of the time between 1884 and 1890, continually since spring of 1890; James H. Beaver and son Frank since 1897; Hans Larson from 1897, except 1898 and 1899; his wife since 1908; Albin Anderson 1897; Robert Deane since 1899, except most of the time between 1914 and 1924; Matt Kraper, wife and daughter Fanny (Mrs. Matt Louta) 1900, other children, John 1902 and Heino 1905; T. J. Kelsh, wife and children, George, Francis and Mary 1901, Thomas 1903 and Vincent 1905; Jos. Pazandak 1901; Fred Pazandak 1901, his wife 1917; Carl Larson 1902; S. H. Darby, wife and son Lawrence 1905, except one year 1919-20; Martin Beethe 1905 except 1911-14, his wife 1914; Andrew J. Anderson 1906, wife 1908; J. M. Anderson 1906, wife 1917; Frank E. Van Middlesworth and his wife 1906 except 1907-11, son Edward 1911; George P. Johnson, wife and children, Robert, Fred, William, and Myrtle 1907; E. R. Schiefelbein 1907, wife and son Ralph 1911; Ed Dahl and wife 1908; Henning Youngquist 1909; Henry W. Zimbleman and wife 1910; Evert Ubben, wife and children, Walter and Etha 1911; Charles M. Archer and wife 1912; Guy Meyer and wife 1915; Alois Smutny and wife 1916; J. G. Elmer, wife and daughter Esther, 1916.

Next to Raynard Krook and Alex Alin in longest residence in township are James H. Beaver and son Frank. They came to this neighborhood in 1884, living in Keystone and Maple Townships before moving here. Mr. James Beaver is a civil war veteran, and in February 1927 passed the eighty-sixth mile stone on life's journey.

The first couple, both residents of the township, united in wedlock was Ralph M. Potter and Wealthy Phelps. The ceremony was performed at Lisbon, April 21st, 1884. The first child born in the township was Frank Alexanderson, April 1st, 1884, on the southeast of 10. In a total of 185 children born in the township up to the beginning of 1927, there were five pairs of twins. The first death in the township was that of Benjamine Gordon on June 30th, 1889, age forty-five, at his farm home, northeast 4. He had lived in the township since 1886. Of forty-six deaths in the township up to January 1927, three were caused by accidents, namely; Joseph Barta Sr., southwest 23, was kicked by a horse the evening of August 28th, 1918, and died from the injuries morning of August 30th; he was sixty-seven years old. His son Joseph, age thirty-seven, received a kick from another horse but in the same barn, July 17th, 1920, resulting in death a few hours later. The chief cause of the death of Mrs. Kate Barta in 1921, at the age of fifty-eight, was undoubtedly the grief and nervous strain brought on by the tragic end of her husband and son. Another sad happening occurred May 15th, 1920, when Joseph, the four year old son of Mr. and Mrs. Robert Dean, southwest 9, accidentally had an elevated gas tank fall on his head, from the effect of which he died four days later.

When in December 1885 the county was first arranged for civil township

government, two congressional Townships 131-62 and 132-62 became one unit and was named Porter, for the Porter brothers, prominent settlers in 131-62. The first township election was held at Charles Porter's farm house southeast 10, 131-62, December 22nd, 1885. For more than a dozen years all the township officers were residents of the south township. Later when the north township became the dominant factor in election of the officials, the south township seceded from the union. The separation was approved by the County Commissioners in May 1913. The North Township retained the name of Porter, and Maple was selected for 131-62, but that township is still officially known as Porter School District. The officers of Porter Township in 1927 with the year they began serving are: Supervisors, T. J. Kelsh 1908, E. R. Schiefelbein 1915 and J. M. Anderson 1919; Treasurer, Mrs. Fred Pazandak 1922; Assessor, Robert H. Johnson 1914; Clerk, Harry W. Tanner 1926.

No resident of the township has held any county office, but Robert H. Johnson served as representative in the legislature 1917-18, and T. J. Kelsh was state senator 1919-23. Mr. Kelsh was unanimously nominated as candidate for lieutenant governor by the Independent Voters Association, at Devils Lake, February 23rd, 1926, but failed of being endorsed by the voters at the primary election in June that year.

For school purposes this township was joined with Valley until May, 1886, when it began as a separate school township and was numbered, District No. 21. Rosebud was chosen as the name in 1893 and was the legal appellation till 1921. That year a move was made to adopt a name that could be used both for the school district and the civil township in common. Rosebud was ineligible as there was already a civil township by that name in the state, and Porter could not be used as an adjoining school district had that name, so Algrove was proposed at a joint meeting of the School Directors and the Township Supervisors. At the school election June 1921, Algrove was duly endorsed by the voters as the name of the school district, but the County Commissioners did not approve the change of name for the civil township, though petitioned by a majority of the voters to do so.

The first school in the township, a three months term in the spring of 1885 was held in Chas. Peterson's claim shack on Section 10; the room being a trifle over nine by eleven feet. The pupils were seated on chairs around a table and furnished their own books and other things needed for study. The following were enrolled: Rush Keep, Edith and Gertrude Peck, Ella, Mary, John and Julia Alexanderson. The teacher was Mary Stephenson, of Halfway House, Valley Township. She was afterwards married to M. B. Cassell, of Hope, N. D. She died there in 1919.

After separating from Valley Township in 1886 there were no school or any school board functioning here until 1889, when Calvin H. Corliss, Robert Hay and Mrs. B. Gordon were elected directors. A five month term of school was held in the winter of 1889-90 at the farm home of Mrs.

Gordon, northeast 4. Her oldest daughter Luella, teacher, and the four next oldest children, Ethel, Homer, Ethan, and Arden, the scholars. The third term in the district, held in the fall of 1892, while only two months, was taught in three different houses.

The first school house in the district, fourteen by eighteen feet, was built in September 1893, cost about two hundred dollars and was located near the east section line of southeast 10. The building was moved in 1901 to near the southwest corner of section eight. It was sold in 1926 and replaced by a modern one room school, costing three thousand four hundred dollars. School No. 2, at northwest corner section 26, was built in 1901. In 1925 a basement was put under it, and an entry hall added and the original structure, twenty by thirty-six feet, partitioned off with folding doors so it can be used as a two room school when needed. School house No. 3, northeast corner section 11, was built 1908. These three schools have each a grove of trees on the school grounds. School No. 4, at northeast corner of section 31, is an old building bought of Porter School District in 1909 and moved to present location. The highest number of pupils enrolled in the four schools was seventy-four in 1920. The lowest wage was thirty dollars per month in 1893, 1897-98; the highest was one hundred dollars per month in 1920-21-22. The following are the school officers in 1927 and the years they began: Directors, Evert Ubben 1922, Jos. Pazandak 1923, Mrs. J. M. Anderson 1923; Treasuter, Mrs. Fred Pazandak 1924; Clerk, Alex Alin 1913.

CHAPTER XXVIII

VALLEY TOWNSHIP, 132-63

[The story of this chapter is based upon the history of the township as given in the Notebook of Mrs. S. G. Brown and a letter from Mrs. Anna Stevenson Deane, both pioneers, and the related stories of others of the old days.]

IN the month of March, 1882, the first settlers of what is now known as Valley Township arrived. The first year presented a scene of great activity involving the erection of shelter and the cultivation of the new land. These first settlers were: William and John Stephenson from Illinois, Reuben and Frank Harris from Iowa, H. H. Campbell, Fred W. Brown and James Holloway from New Jersey, O. J. Smith and Alva Smith, A. Rogers and family, and G. H. Merrifield and family from Wisconsin. The mother and two sisters of the Stephensons came during the summer of 1882?

Within a few years the following names were added to the settlers of this township, Albert Follensbee, John A. Foley, John Handell, Frank Hunter, R. Johnstonbaugh, Paul King, Arthur Packstone, I. M. Ponoyer, Geo. Rogers, Frank A. Rogers, Wilbur F. Russell, Stephen and Charles Schwartz, C. P. Shear, Jos. W. Smith and N. G. Stevenson.

The Stephenson brothers settled upon Section 26 and built what came to be known for a long time as the "Half-way House" being midway between Jamestown and Aberdeen. The Harris brothers settled on the river on the southwest quarter of Section 22. They remained until 1886 when they went back to Iowa. H. H. Campbell located on the northeast quarter of Section 22 also on the river. He lived here until 1889, when he returned to New Jersey.

Fred W. Brown stayed with Mr. Campbell until 1884, when he filed on the northeast quarter of Section 20. He later traded property in the East for the quarter settled on by Mr. Campbell, receiving the deed for this in February 1889. This property still remains under the control of his family.

James Holloway settled on Section 6 where he remained a few years before going back east. His wife died while they were here and was buried at Monango. The Smith brothers lived on Section 2. George Merrifield did not come as early as the others mentioned. He lived on Section 34 until a few years before 1910 when he moved to California.

These pioneers obtained their land by homesteading. They erected tar-paper or rough lumber shacks in which they lived. However some of them had out-buildings constructed of sod. For the first few years oxen were used but horses were introduced in the settlement in 1884. The

Village of Keystone served as a trading point for the settlers.

A school district was organized early in 1884, which was the third to be organized in the county. It included at that time the present townships of Valley and Porter (Algrove School District) but was called Valley by the vote of the settlers. In the fall of 1889 the part now called Algrove withdrew leaving a separate district for Valley. The directors were O. J. Smith, James Holloway and F. S. Harris, with Mr. Harris also serving as clerk. H. H. Campbell was treasurer. The first teacher was Mary E. Stephenson, who served the district off and on for three years. School was conducted in claim shacks and cook cars, which were moved from place to place for the convenience of the patrons. Two school houses were built by H. E. Allen in 1887. The first check in payment for them was issued April 20th, 1887.

In the first organization of the civil township Valley included the township to the east, but later it was placed with Keystone for governmental purposes. On July 9th, 1888, a petition to separate the townships was presented by A. E. Smith and twenty others to the County Board. The petition was granted thus separating Valley from Keystone Civil Township. The first town meeting was ordered to be held in the school house on Section 27, on July 26th, 1888.

The first marriage took place about Christmas time of 1884. The contracting parties were Frank T. Deane and Anna Stephenson. The first telephone line was constructed in 1905. The Rural Free Delivery was established in 1912. The first threshing rig to be operated in the north part of the county was that of H. H. Campbell. This machine was moved from place to place by horses or oxen. Fred Brown was engineer on this rig. The men slept in straw-piles,—no other bunks being provided. The first fall this rig ran so late that the engine had to be tended to keep it from freezing, and Mr. Ira Barnes and Fred Brown slept in the straw nearby to tend it. The creeks were frozen so hard that the tank wagon could drive onto the ice and the driver would cut a hole through which to pump the water. It was November 20th, when the season of threshing closed.

The first automobile owned in the township was a Ford purchased by Fred W. Brown. About 1920 the Sunshine Highway was established through Valley Township. In 1924 that part of the highway straight north from Ellendale to the county line was graded through Valley and will become a graveled highway of much importance. The Milwaukee railroad was surveyed through the southwest part of the township in 1886. The settlers of this township believe in education and six of the children of the first settlers were given a college education.

For incidents in the early life of Valley Township a letter from Mrs. Anna Stephenson Deane is most interesting and is given just as she wrote it.

"Our first house on the claim was 7 by 7 feet and as many as seven men slept in it at one time—three in a bed and four on the earth floor. One day soon after we had added another room 16 by 12 feet the stage driver, Mr.

Kentner, who drove stage between Ellendale and Grand Rapids, stopped about noon and asked if he might feed his team there at noon and of course we said yes. When he got ready to hitch up he said, "If you boys could get up any kind of a meal my passengers would be glad to pay you fifty cents for it." The next day when the stage stopped Brother John rang the bell for dinner and the driver told us his passengers said that was the best meal they'd had in Dakota. That was the start of the "Half Way House" and when the girls came the reputation of the house was soon established.

"One afternoon a four horse team hitched to a wagon on which there was a big bank safe came along. Somewhere between our place and Grand Rapids they got stuck in the mud, and the wagon and load were left there for the night. The next morning Bob Christy came along where they were at work trying to start their load. 'Why don't you pull it out?' he asked. They said, 'We'll give you two dollars to pull it out.' 'All right,' he said and hitched his four big lumber horses onto it. They jerked it out so quickly the men hated to pay him the two dollars, he said. It was told that there were several thousand dollars in that safe that night.

"I remember one night early in July of '82 being wakened about midnight by a man standing in the door of the shack. (The door consisted of a horse blanket.) When he had got us wakened he said 'I live on 20 of 132-60. Now, how far from home am I?' I had talked with him when he had stopped for dinner with the stage passengers a few days before, and so recognized his voice now, and knew him to be Frank Deane who had a claim six or seven miles northeast of us. I told him he'd better put his team in the barn and stay with us that night. He did so and remained until late afternoon the next day which was Sunday. This was the first of many visits at our place.

"For myself, I well remember sleeping in that same little 7 by 7 shanty which was used as a kitchen after the 12 by 16 shack was attached to it. I had a cot in there several nights alongside the cookstove until my brothers could take time to build a nice smart little 10 by 10 claim shanty on the nearest corner of my pre-emption. We had a section there and put all the buildings in the center of it. There was a big stone marking the exact center.

"My sister came up from Illinois a month or so after I did. Having only a cot in my house to sleep on we hung a hammock above it and she and I used to take turns sleeping in it and on the cot. It was a good little shanty with a board floor covered by a rug and we had the old organ in it that we had brought up from Illinois, and had shelves on the walls with books on them, and curtains at the windows and so were quite 'fixed up.' But several times that fall did we waken to find that kind Nature had furnished each of us an extra covering during the night of 'beautiful snow'—for the shanty was only of single boards. But we Stephensons were always strong on ventilation and didn't mind a little thing like that.

"I recall also a time brother Will and I went over one evening to 'make

residence' on our homesteads by sleeping there that night. Darkness came before we got there. It is easy enough even yet to get lost on the Dakota prairies, though there are now telephone poles, good roads, wire fences, and buildings, but in those days when, even in daylight, every section of land bore so close a resemblance to every other section, and there were no roads; it was still less difficult to lose yourself than now. We thought we were going straight to our shanties, but after a while we decided we couldn't find them and it was useless to try to go home. Fortunately we had bedding with us so we took the wagon box off and settled down comfortably for a good night's sleep. The morning light revealed that if we had gone a few rods further in the right direction we would have reached our shanties.

"Mr. Deane relates that he and his brother, by means of road scrapers, dug out a 40 by 40 side hill barn on their place and put rafters over the top, and in the fall when they threshed they covered this well with straw, thus making a good, warm, commodious barn. In the fall they two went back to the family home in Boston to spend the winter, leaving a younger brother Bradford and his friend, Henry Y. Jones, to care for the stock. There was a good deal of snow that winter and it drifted around the barn and up over the straw roof. One night one of the oxen got out of the barn and strolled around till he came back to it and walked right up on top of it. The straw gave way and he dropped through the roof to the floor—quite unhurt.

"When the Deane boys came out from Boston they brought with them two friends who also filed on claims. One of them, named Fitzgerald, borrowed a rifle to go hunting. On his travels across the prairie he encountered a small, pretty black and white animal which gave him so strong a sprinkling of perfume that on his return home he wasn't allowed to come into the house until he had entirely disrobed and buried his clothing and taken a good scrub.

"After getting their claims located and being settled on them they decided they might as well put in some crops, so Mr. Deane went to Wisconsin and brought back ten oxen, two horses and some machinery, potatoes, corn, etc. Then though the car was full, he decided to get a wagon also. This he did and managed to get it fastened on top of the car (outside) and brought it into the country in that unusual fashion. He got into Ellendale with his carload of stuff April 26th, and there had been so hard a frost the night before that they found little birds frozen in the car and when he got home the men told him they had found a number of the prairie chickens frozen.

"Neither Mr. Deane or his brother had the slightest knowledge of farming and if possible knew even less about oxen, so they had many adventures with them that seem much more amusing in retrospect than they did at the time. The oxen soon came to realize that they were masters of the situation. One little trick they had was to turn out of the furrow and march right up to the watering trough when they felt thirsty and no amount of eloquent persuasion availed to prevent them from getting their drink.

Occasionally they ran away and the prairie bore many a scar—evidence of the driver having tried to hold the plow in the sod in an effort to dim their joy of running.

“Bradford Deane was calling at one of the neighbors one evening and stayed rather late and lost his way going home. After wandering quite a while he saw a light and decided to go to the place and get straightened out as to the direction of his home. He kept traveling toward the light a long time and began to wonder why he did not reach it. Then he thought it had a ‘Will-o-the-Wisp’ appearance and gave a vigorous call. This brought a reply and he found out that he had been following a man with a lantern. After a good laugh they walked along together until they happened to run onto a straw stack and agreed that their best plan was to make themselves as comfortable as possible and remain there until daylight,—which they did.

“One laughable incident of the early days occurred one very cold night when Dr. Duncan (one of Ellendale’s early citizens) and Mr. Deane happened to be both stopping at my brother’s place and sleeping in the same room. The doctor had gone to bed early and when Mr. Deane was ready to go he called up the stairs and asked Dr. Duncan if he would like a hot brick to put at his feet. Being rather chilly the doctor replied that he ‘certainly would enjoy it’, whereupon Mr. Deane went out into the 30 below outdoors and brought in a brick of that temperature, wrapped it in a paper and took it up and placed it at poor thin little Dr. Duncan’s feet. His sensation may be imagined.

“One day about noon seven antelope were seen passing the Deane buildings. Mr. Deane got his Smith & Wesson rifle, mounted a horse and took after them. He shot and broke the leg of one but they got away. The next Sunday he drove out to where he had shot it and found the poor animal dead a short distance further on. He never heard anything more of the rest of the bunch. One day he and three others, heavily armed, went out into the hills on a hunting expedition. Coming up over the brow of a hill they saw a bunch of antelope but by the time they had got their rifles up out of the bottom of the wagon the antelope had departed for parts unknown.”

CHAPTER XXIX

KENT TOWNSHIP, 130-61

[Information for this chapter was gathered from people who knew the early days, from the story of Mrs. Pollock and from accounts of the later times.]

TOWNSHIP 130-61 had about the same pioneering experiences except that no ambitious colony tried to organize a townsite within its borders. It was crossed by the preliminary survey of the Dakota Midland railroad, and the Great Northern just misses it on the southeast corner. With no river through it the land is mostly good farming or grazing land.

Miss Anna Redmond who afterward became Mrs. James Pollock came into the Yorktown country with the family in 1883, where they located on a homestead. In 1884 she herself filed on a homestead taking land in 130-61. She went to Fargo to make her filing and found that it would take more money than she had and was about to go home without filing, when some Irish "bye" became sympathetic and advanced the money for her. He said, "I may be taking quite a chance, but you look honest and you are Irish". Later, she left the money to his credit at a bank in Ellendale, as he had land in that vicinity and occasionally had business in Ellendale.

She lived on her claim for five years and made final proof on it. One winter she ran short of supplies, probably the second winter, and set out to walk to Yorktown for something. The snow was deep and the cold severe and she froze her feet badly. She had to give up going and turned into a house about halfway to Yorktown, where the family thawed out her feet and took her to Yorktown where she took the stage to Ellendale and spent several weeks having her feet treated.

Miss Redmond was alone on her claim most of the time when she lived there. She had five acres broken and hired a neighbor to farm it. The first year they put in potatoes under the sod as many of the early settlers did, and produced a fine crop. The potatoes were so clean that they hardly needed to be washed when they were harvested. The meadow larks used to light on the roof of her little house early in the morning in the spring time and were the advance guard of the flocks of summer folk that made the prairie cheerful.

She had a neighbor girl, Lizzie Court, on a nearby quarter and she used to walk over there at times when she was not busy with her garden or farm work. When it came time for Lizzie Court to prove up she had no well and had been unable to get one up to the Saturday before she was to make final proof. She was diffident about asking help and was rather "up against it."

Miss Redmond knew that she had no well and went over Saturday to see about it. They took a hoe and a sharp stick and went down to a springy place to prospect for water. They determined to dig for water and spent the afternoon digging. They got down about two feet and stopped to rest, the water began to seep in and they left it. The next morning they were to go to church in Yorktown and Miss Redmond hitched up the old gray horse to the buggy and drove over to get Lizzie. When she stopped, Lizzie was already to go, but came out with a tin pail on a string. The pail was full of clear water which she had dipped out of her "well." They owned that old horse and buggy together and used it for driving to town and hauling little loads. On the next Monday after the "well digging" they went to Ellendale with the rig and proved that they had the required improvements on the claim, as they were able to swear that among other things they had done was to dig a well and get water.

Miss Redmond had a harder time when she had to prove up somewhat later. A new administration was in charge of the government land office and she had trouble getting title to her land. She had spent the most of five years living on that place, but the officials required her to pay about \$600.00 for it. She was in Aberdeen and had to borrow that money from a money lender named Lincoln. It took her many years to earn the money to pay that off. In later years after she was married to Mr. Pollock she traded this land for a tract near where her husband's land is located on Maple Creek and still has it. Mrs. Pollock remarks that these are some glimpses of the difficulties met in getting title to the land which had been taken up from the government.

George Hatfield came into this country in the very early days and took up the northwest of Section 17 in this township. He has resided on that land and on the northwest of Section 18 ever since and has acquired other land to make him a substantial farm. The close times of the twenties has made it hard for him to keep even and the loss of Mrs. Hatfield a few years ago was the loss of a pioneer woman who shared her husband's faith in the Dickey County country.

Henry Barnaby took a homestead on the northwest of Section 6 and Jo Blumer took a preemption on the northwest of Section 9. B. F. Bowerman also took a homestead in the township which still is held in the family. A list of the settlers in the township in 1886 includes the following in addition to those mentioned above:

William Bodette	Ingar Hoffoss	George Metcalf
E. A. Bean	Arne Hoffoss	E. A. Mangold
A. N. Cross	Peter Hoffoss	Robert McNichol
Thomas Doyle	F. J. Leonard	Thomas Mayhew
John Echterbach	J. O. Lindahl	Ole Noer
E. S. Gilbert	Benj. McCormick	Martin Noer
J. W. Higgs	Wm. McPherson	John M. Olds

Albert Olds
A. S. Pryor

H. J. Roberts
W. N. Roberts

A. F. Sutton
John Stewart

The Higgs homestead was on the southeast of 34, which is still the farm home of Mrs. Higgs. Ferd Higgs, one of the sons, has a beautiful farm home on the southwest of 32. Archie Higgs was in the photography business in Ellendale for sometime but for a number of years has been the manager of the home place. Two of the daughters are Mrs. Mamie Rusco and Mrs. Vera Pazandak. Mrs. Higgs lost her Ellendale home in the big fire of 1916, but has erected a nicer home near the site of that one and lives in town.

When the township was organized it was included with the one to the south and was known as Weston, but later the townships were separated and the north one became Kent Township. Many of the settlers in this township seem to have become discontented and sold their holdings, the great majority of the claims going to Mr. George Baldwin of Appleton, Wisconsin. He had faith in the future of the new country and was willing to pay \$250.00 a quarter for this land, in some cases more if improved. In this way a great quantity fell into the Baldwin holdings, and for many years the most of this land lay idle from cropping except for the hay. There were just about enough of the resident land owners to keep up the organization.

On the death of Mr. Baldwin the lands in Dakota came into the management of his son, George Baldwin, a man of enterprise and courage. Under his management an experiment in farming on a large but business-like scale was inaugurated. On the corners, northwest of 24 and northeast of 23 a set of buildings was put up in 1914, consisting of a large barn for cattle with two concrete silos and a hay-loft one hundred ten feet long by thirty-six wide and forty feet high, a horse barn, a hog barn, a chicken house and a good tenant house. A good artesian well was obtained at a depth of eleven hundred feet. These buildings were equipped for good farm practices and to accommodate the necessary employees. This farm was known as Baldwin Ranch No. 1. The next farm was established on the northwest quarter of Section 20 with about the same set of buildings except that the experience of some months with those of Number 1 had given the firm some suggestions for improvement. Other farms were inaugurated of from 1400 to 2400 acres each, and Ranch No. 7 was located on the southeast of Section 30. The other ranches were further north. As No. 2 was within easy reach of the others and at the same time conveniently near to the city headquarters in Ellendale, a manager's home was added to this ranch, a dwelling house with modern improvements and on a site of great possibilities.

Ranch No. 1 was stocked with a thorough-bred strain of Angus cattle. No. 2 had beef shorthorns and No. 7 a milking strain of shorthorns. Herefords were tried for a time but the Angus and Shorthorns proved the most satisfactory for the conditions here. All ranches had a herd of pure blood Duroc hogs, and so thoroughly was hog raising followed that Dickey County became the banner county in the state for hogs shipped to market. On

these ranches also horses were raised but not on so large a scale as cattle. In later years sheep have been added and have proved profitable. All the ranches had thorough-bred chickens. The result of this farming has not only proved the possibilities of such ranching but has greatly improved the live-stock of the county from the example set and the availability of good foundation stock. In order to keep the stock inside the great pastures woven-wire fences were used with barb wire on top, and for the nine ranches there were erected about one hundred miles of this substantial fencing. The principle followed was to build permanently and substantially in all that was undertaken. The exhibit of stock from the Baldwin Ranches attracted wide attention at the state fairs and marked Dickey County as the headquarters for pure-bred stock of high strain.

The organization of this farming enterprise was thorough and efficient. There was placed over the whole enterprise a competent superintendent, and the company has been fortunate in having J. C. Hoke, a man who came to the state as a member of the Agricultural College staff at Fargo, for the first superintendent and J. W. McNary, a highly trained man with experience in the work of a County Agent, as the man to carry on the work after its establishment. Under the superintendent was a farm manager who lived on one of the ranches and directed the general work of cropping and maintenance. Each ranch had its farm boss, who with his family was employed to care for his farm and the laborers who made up his crew. The boss and his wife were furnished the groceries and vegetables necessary to feed themselves and the crew and their labor was included in their contract. One member of the crew was usually a good cattle man and frequently his entire time was devoted to the animals in his charge. If extra help was needed at some times of the year the superintendent hired men or boys to meet the needs. An attempt is made at all times to do the work in the best and most efficient manner and many helpful short cuts and devices have been given others from the experiences of these farms. All together it would seem to be an excellent example of business organization and highest skill applied to farming as a business.

For the purpose of carrying on the business end of the enterprise a fine office building is maintained in the city of Ellendale. In this building is the office of the superintendent (when he can be in town), that of the secretary of the corporation for Dickey County, that of the land agent who looks after the contracts on land sold and the sale and rental of Baldwin lands not within the farms, and for the proprietor while he is in the county. For the purpose of still more closely concentrating upon the original enterprise some of the ranches have been sold and one or more rented for short tenancy. This indicates a change of emphasis and demonstrates that business methods applied to farming can be made to pay.

In the building up of these farms there was a large amount of transportation and for marketing their products a storehouse was needed on a railroad

line. Overtures were made to the Great Northern at Silverleaf as it was near headquarters, but in some way the corporation and the Great Northern did not come to acceptable terms, so an elevator and platform was constructed on the Soo Line just as it enters the northwest corner of Section 22 of Yorktown Township.

There are no trunk line highways through Kent Township but the local authorities have built up the main roads. A telephone line out of Ellendale owned by the corporation serves the Baldwin Ranches and another line goes out to some of the farm homes. The mail comes into the township from the offices at Ellendale, Guelph and Fullerton. Silverleaf and Guelph afford trading points near its people. These people take an active part in the county and local affairs as well as having their own convictions on state and national policies.

CHAPTER XXX

PORT EMMA, 129-60

[The story of this chapter is gathered from the interviews with Daniel Cowley, Jerry Erickson, Wm. Pyokko, William Wattula, J. W. Bush, with the notebook of Agnes Randall and the History of Ludden by Mrs. F. F. Folsom; the notebook of Lottie M. Puffer, and the memories of others of the pioneer days.]

MR. T. W. BUSH from Canada came over the Northwestern Line to that more or less mythical place known as the end of the rails. This brought him to Ordway. He went on up the James River, and on June 8, 1882 he came to the little knoll at the "fish-hook bend" of the James. The view over the beautiful prairie, the sparkling water of the James and the rich black soil appealed to him, so he selected this spot as the site of a new town he proposed to found. There was no other settlement within fifteen miles but he believed this region would attract settlers, a faith which was abundantly justified as every available homestead was taken within a few years.

The next spring Mr. Bush and his oldest son, J. W. Bush, with Edward Pletcher, shipped their settler's goods to Ordway and proceeded to their townsite. The land was not yet surveyed except the township lines and the squatters had to trust to luck with their best estimate as to a location. The older men went on to look up their location with a team and buggy they had hired. As they went north they found the banks of the river getting higher and the place selected showed no signs of its being overflowed, so they set their stakes and started back. On their way back to Ordway they got lost after night had overtaken them and they had to sleep out on the prairie. They turned the buggy over on its side for a little shelter and got through the night.

While the men were gone the boy was busy unloading the car at Ordway. They had in the car one yoke of oxen and one horse.

After arriving at their new site they set up their tent and leaving the boy there to watch it the men drove by compass to Ellendale to get lumber to put up their shacks. They put up their buildings and did a little breaking with the oxen to mark their ground and show some "improvements." Soon other settlers began to come in and they had all they could do to locate them on vacant land and haul out lumber for their buildings. J. W. Bush would get the job of doing a little plowing for them with the oxen and then they would put up three two-by-fours to mark the location.

Either that summer or in 1884 Mr. Bush platted and laid out the town of Port Emma, that name being chosen because the Nettie Baldwin made

it a "port" on her trips up the river, and "Emma" was the first name of Mrs. Bush. The Walkers started a store and a Mr. Graham had a place of business and a few residences were built. One of these residences (1928) still stands where it was built, just on the line between two claims. It was occupied by two families, one living in one end on their land and the other family occupying the other end on land they were holding. Mrs. Bush came up the summer of 1883 and the family established a real home, the other brother coming in 1884.

A postoffice by the name of Bushtown was established and T. W. Bush was the first postmaster. The mail came out from Ellendale as that was the nearest railroad town. Miss Emma Williams was Mr. Bush's assistant in the postoffice and their marriage was the first one celebrated in the new region. Mr. Bush erected a good hotel which he named the Ottawa House in memory of his old home. With the influx of new settlers there was much travel, and early in the town's history Mr. Bush established a ferry across the James river. This was a scow operated by hand-power on an inch rope and a pulley. After a time a bridge was put in across the bend to the site of Old Ludden, and still later a bridge was built on the line west of the new town of Ludden located on the railroad. The ferry was placed in operation April 7, 1884 and was made free to all the next October. A stage line from Ellendale to Milnor through Port Emma was established in 1884. The rates are interesting and the stage advertised to carry passengers, parcels and freight; passengers 7 cents a mile, parcels under 10 pounds, $\frac{1}{2}$ cent, over 10 pounds and under twenty-five pounds, 1 cent a mile, and freight per hundred weight, two cents. This was probably one of the first parcel post lines in Dakota.

The little town had its tragedies. On April 14, 1884, Mr. James H. Rowe who had lived on his homestead was going to Ellendale to make final proof on his claim and was taking Elnathan Woodward with him as one of his witnesses. About noon of that day these two men with Josiah Smith and Dinnie Hillock attempted to cross the James river at Port Emma in a row boat. When about half way across the stream, swollen by the spring thaws, the boat capsized throwing the men into the water. Mr. Rowe was a good swimmer and started for the shore, but as they all had on their overcoats it was practically impossible to make any headway. Woodward could not swim and he and Rowe were drowned. The other men managed to get their hands on the overturned boat and held on until help came. Mr. F. L. Walker was just closing his store for the dinner hour when he heard the call for help, so he and Mr. Youmans, who happened to be near, went to the rescue with another boat, and succeeded in rescuing the two men who were clinging to the overturned boat.

The social life in the new town was quite lively, as the people had their dances and sociables, their literary societies and celebrations. Port Emma, like many other frontier towns, had saloons with the attendant evils. There

was a community spirit characteristic of a pioneer country. The report of the celebration of the Fourth of July, 1885 is found in their paper of that time; "Our Fourth passed off gloriously. The procession started from Mr. Smith's residence, headed by a six horse band wagon in which were seated thirteen girls dressed in white with Miss May Town in the center dressed as the 'Goddess of Liberty,' and Miss Alice Devlin as 'Dakota.' It also carried a fine banner made by Mrs. Town, which attracted much attention, and was followed by several four horse wagons and other conveyances. The ground selected was a high plateau on the hills where we could look over into four counties; and commanding a fine view of the surrounding country. There were from two to three hundred people present, and all seemed to enjoy them selves hugely. The tables fairly groaned under the weight of good things and none went home hungry. The choir sang 'Freedom's Banner' excellently. Major Copley made a fine opening address. Mr. Kennedy read the 'Declaration of Independence' unusually well. Mr. Denison surpassed himself in his remarks to the school. Major Lovell protesting that he could not make a speech, made a good one and was cheered roundly. Col. Eaton made a ringing address which was very well received. The soldiers then formed in line, under the command of Major Lovell and marched around the ground singing 'John Brown's Body' and 'Marching through Georgia.' A game of ball was played with Couch and Tranger as captains. Five innings were played and the Couch nine came out two scores ahead. Mr. Flanders gave an excellent song accompanied by his guitar, and Mr. Bales sang several songs with organ accompaniments.' "

A new town was founded down the river about four miles below Port Emma by Mr. H. F. Eaton, a college man from New England. To his original homestead Mr. Eaton had added in a few years a large tract by purchase. He was a veteran of the Civil War and his service in the Army counted towards the time for homesteading. There was a store opened by Mr. Eaton and a ferry across the James was located about a quarter of a mile south of the store. This ferry was furnished free to those who wished to cross. It was just a scow that could carry a team and wagon. The Nettie Baldwin did some business at Eaton but its loading place for grain was down near where the state line now runs. Eaton never developed into a good-sized town, although it had a newspaper for a time and was the center of trade for many of the new-comers. Mr. Eaton was for a long time a very influential citizen. Much of his later life was spent out of the state, and he died in Fargo in the early part of 1928.

Eaton, like other frontier towns was awaiting the coming of a railroad to give it advantages. The persistent rumors that the Northwestern was to build up the west side of the James kept these hopes alive. Some attempts were made to encourage the building of a road to the town. On one occasion a meeting was called in Eaton to raise funds to provide a bonus to build through the country. One of the settlers says that after every one was

pumped full of propaganda and they were about to take \$100.00 subscriptions from each of the farmers, a little old man got up on the table and told them they had better keep their money, that the railroad would come anyway, as long as there were so many people living in the country. "The people cooled off and kept their money and the railroad soon came along from Columbia anyway."

The announcement of free land to be had, reached many Finnish people through their paper published in Calumet. In 1882 Erik Pikkarainen was sent out to spy out the land. He marked a home for himself near Frederick and reported his findings. As a result of this publicity a number of people came out in 1883, and a steady stream came from Calumet, Michigan; Ashtabula Harbor, Ohio; Erie, Pennsylvania; Fitchburg and Lanesville, Massachusetts; and a few from Ishpeming, Michigan. These people mostly unloaded at Frederick, the last station in South Dakota on the Milwaukee line.

A number of settlers became discouraged the first year and left for other parts. Later some of them returned. The Finns for the most part remained and passed through the hardships of pioneering. William Wattula, Jerry Erickson and John Korpua were among the first settlers. Wattula and Erickson found the land out of Frederick taken up, so they came up to Eaton and crossed the James by boat to find land on the east side. Mr. Wattula got a neighbor woman, Mrs. Pietella, to do some baking for him, borrowed a coffee pot and by the help of the little sheet iron stove that was in his shanty when he bought it, he managed to live. With these limited accommodations his place was known for its hospitality. The visiting ministers who came along the first summer used to stop with him, and he says he would fill them with bread and coffee and ducks' eggs which he found in the nests along the sloughs and the river banks. Mr. Wattula did quite a lot of fishing in Hedge Lake which was a big slough east of the James a mile or two. He would cut holes in the ice in winter and spread his nets and get a sack full every night of pickerel and bull-heads.

Mr. Erickson had very little on which to live the first winter. He bought an ox. Mr. Korpua had an ox and Mr. Wattula had one and Mr. Erickson by getting the second ox could work by himself or by doubling up with his neighbors they could make a team of four oxen for the breaking. With a twelve inch breaker they plowed seven acres for Mr. Wattula, seven for Mr. Korpua and fourteen for Mr. Erickson. A few had some crop the first year. Mr. Pyokko raised some good corn. They did not work up the land for corn planting but chopped holes in the sod and dropped the seed in. It made big corn, ten feet tall. Most of the cropping that first year was some oats, which was cut by a scythe for feed, and the slough grass hay, of which there was an abundance. Cattle were not considered profitable in those early years, and horses were liked better.

To economize, the Matt Johnson family moved in with the Pyokko

family, and Mr. Johnson took care of the families and the stock while Mr. Pyokko went back to Michigan to work to earn something to support the families. It was a tough winter with lots of snow and cold weather. They burned twisted hay, but it was not hard to keep warm as they had banked the outside of the house with sod, and even had one layer on the roof. Two of the neighbor families were left that winter while the men went to Canada to find work, the two women and children staying in one of the shanties. They had two cows and the women made butter and took it to market at Frederick going on foot and bringing out their groceries. The women even carried out fifty pound sacks of flour in that way through the snow. Mr. Pyokko had dug for water in the summer, making a hole sixty feet deep, the mother and son helping, but they got no water and had to depend upon the seepings into the slough well for water that cold winter. Those on the east side of the James were more fortunate in finding water, as a good well may be found there almost anywhere.

Daniel Cowley was one of the original settlers of Port Emma township. He came up into southern Dickey county and squatted on the northwest quarter of section 30 of 129-60. He made his filing as soon as the land was surveyed and came onto the market. In November, 1883, he went back to Wisconsin for the winter. He put up a shanty 10 by 12 on his claim before he left. He came back in the spring of 1884 and hired out to a man in Brown county for the summer. He would work through the week then come up to his claim on Saturday afternoon and stay over night; then walk back on Sunday afternoon to be ready for work. He tried to grow trees for a tree claim but had repeated failures. When he went to prove up he took witnesses who could testify that he had done his best to raise trees and he secured his claim.

For the winter of 1885-86 Mr. Cowley went back to Wisconsin, and in March he was married and brought his wife to the claim. He had told his neighbors that he was going to bring a wife, so these neighbors arranged that Dave Barnard should meet the Cowleys at Ellendale and take them out to his claim until their goods could be brought out. Mr. Cowley had gone in with another man and loaded a car of emigrant goods and shipped to Ellendale. He had left fifty sacks of oats and some seed flax piled up in the shanty so that he could lock it up while he was away. One of the first days when the men were gone to Ellendale, after their arrival in Dakota, Mrs. Cowley went over to look at the place. She arranged to have the grain moved out to the straw barn, and then she and Mrs. Barnard cleaned out the shanty and fixed it up to live in. Mr. Cowley did not know about this, and when Mrs. Cowley proposed going over there the next Sunday to stay, he was not pleased at the prospect of a Sunday's work at moving out the grain. However they went over and found everything ready for living there. The barn which they had at that time was a straw stack threshed over a frame, but it was warm and comfortable. That spring this barn caught

fire when no one was at home and was a total loss with all his feed and seed grain. The cow was picketed out on the grass and most of the hens were out also.

That spring Mr. Cowley put in quite a grain crop. He got a good crop, the wheat going 18 bushels, and the oats 40 bushels to the acre. He had to haul this grain to Ellendale to sell it. It was sixteen miles and he made a trip every other day. He had to get up early so as to get to the elevator as early as he could, for there might be twenty-five teams ahead of him, waiting to unload. They would get in line and move up slowly as the one in front would unload and get out of the way. At each pull ahead the oxen would lie down and rest their sore feet till they had to move again. In the fall of 1886 the Northwestern built into Ludden and they hauled that way. He could make a trip to Ludden in a half day. By the fall of 1887 there was an elevator at Guelph so he was only five miles from market.

The first Episcopal service was held on the homestead. A minister walked out from Guelph, where he left the train, and baptized the children. This was about 1903. After that a missionary of the Episcopal church came at intervals and held services in the school house or in some of the homes. Reverend Mr. Martyr the traveling missionary came quite regularly. In May, 1919, they had a meeting at the school house with Bishop Tyler present. They discussed the possibility of building a church and it was decided to build. A committee of seven was appointed by the Bishop and a site was bought on the southwest quarter of Section thirty. In June they started the building and it was completed in the fall. A good congregation was included in its membership and it has flourished.

The coming of the railroads left the original Port Emma founded by Mr. Bush, an inland town. Most of the buildings and people went to Ludden. The Great Northern put in a station stop in the southeastern part of Hudson and it was called Port Emma. Also the town of Guelph grew up in the northwestern part of Port Emma township.

The first school was held in the home of Mrs. McFarland at the village of Eaton and was taught by Etta Danforth. In 1885 the school was moved to a house owned by Frank Dorothy and the teacher was Miss Minnie Eaton. The school district was organized in 1884, and included the two townships now known as Port Emma and Lovell and was named Eaton School District. Six school houses were built by this district, three on each side of the James. The three on the west side of the river were placed at Port Emma, at Eaton and on the Henry Sidell farm, about two and a half miles west of Eaton. At that time there were twelve or fifteen scholars in the Eaton school, but soon after this the people moved away and the school house was moved across the river. In those early days church was held in the home of H. F. Eaton or at Mrs. McFarland's in Eaton and up at Port Emma in the home of Mrs. Raleigh. Later services were held in the Sidell school house, ministers coming from either Ludden or Hecla.

The two townships were separated for administration purposes and quite late in their history were made into two separate school districts, the name of Eaton going to the one on the east side of the river. The sites of both Eaton and Port Emma have been turned back into farm lands and it is only as one knows where to look, that any trace of the old villages can be found. A few of the old settlers are left. Both Mr. Bush, the younger man, and Mr. H. F. Eaton passed away in 1927.

CHAPTER XXXI

THE TOWNSHIP OF HUDSON

[The story of Hudson is based upon interviews with George H. Ladd, G. F. Ladd, Mrs. G. F. Ladd, Kizzie Morgan, Richard Murray, George Kunrath, John Kunrath, Mrs. J. H. Denning, John Nelson, Ernest Wahsner, and for Guelph the excellent notebook of Lottie M. Puffer, which of itself is a complete and authentic story of Guelph but had to be abridged for this history and some of it furnished excellent authority for other chapters; these reinforced by the stories of Lon Puffer, True Thatcher and Gertrude Linnell, as well as the memories of others of the early days.]

ACCORDING to the best information available the Nicollet and Fremont exploring expedition of 1839 spent the night of July 17th of that year on what is now the farm of Kizzie Morgan. This camping place is known to have been on the west bank of the James river and south of the "Two Forks" where the creek comes down from the site of the old town of Hudson. It must have been somewhere around the southeast quarter of section twelve, but the exact spot cannot be determined.

For over forty years after that summer night nothing is known of this place or of the nearby region. In the early Eighties, when the world began to hear about the free lands in the new territory, a surveying party went through the region to lay out the township lines. It was sometime in late 1882, or early the next year, that some pioneers located the first claims. The first settler is believed to have been George McLean, a Canadian, who located on the southwest quarter of Section six. Others came soon afterward, and by the winter of 1883 no claims were to be had, except by buying a relinquishment.

Mr. James A. Morgan, living near Goshen, Ohio, and his wife had read in the Cincinnati Enquirer the story of a girl who had raised a wonderful crop of wheat on her homestead. This set Mr. Morgan to thinking of the possibilities of the new wheat lands, and in 1883 he came out to the new territory, landing first at Bismarck. Not finding what he wanted, he went back to Jamestown and over to eastern Dickey county. When he found the southwest quarter of section twelve he was pleased with it and its location. He took this as a tree claim, and also later bought a relinquishment to a homestead on the east side of the river. It was necessary to establish a home on the homestead but six months time was given, so Mr. Morgan stayed in the vicinity of his land the first summer and started to build a house on his tree claim where he expected to live, but a cyclone scattered his lumber. By the help of neighbors he found a good part of the lumber and built his house on a smaller plan, hired some plowing done and raised some potatoes on the

sod. He went back to Ohio in the fall, sold off most of his belongings there and shipped some household goods, clothing and dishes with the family. They landed in Ellendale in October and were brought out to the home by Mr. J. H. Denning a neighbor. They made their home in the new house, dug a well that fall and built a sod barn sixty feet long. He bought two yoke of cattle, a cow and some other stock. The cattle were very high priced, and it was unfortunate that he had not brought horses out with him, but he had been advised that horses could not do the work in the tough prairie sod.

After the Morgans got onto their land in the fall of 1883 they had to haul their supplies from Ellendale except for small articles which they got in Hudson. It took a day to go to Ellendale with the oxen and a day to return. The first winter they hauled coal from Ellendale but learned to use twisted hay and buffalo chips. Mrs. Morgan was afraid to take the small children out among other people, as a family had lost several children with diphtheria. In the early winters there would be months at a time when she would not see another woman. Of course the men could get out more, and go to the little settlement of Hudson where the mail would be brought. In the fall of 1884 Mr. Morgan bought the relinquishment on the east side of the river and Mrs. Morgan went over there to prevent envious neighbors from taking the shanty away. As soon as ownership was established they pulled the shanty into sections and brought it over on the Hudson ferry and rebuilt it near the river on the west side. Mr. Morgan went up to LaMoure and bought tree seed from which by careful cultivation he raised a beautiful grove on his tree claim.

John Kunrath was the first of the family to come to America. He was for a time in Minneapolis but being out of work he came to Ellendale over the Milwaukee, reaching that town in May or June of 1883. He worked out that summer in the vicinity of Ellendale doing farm work or any task he could get to do. In the fall he met some of the Ladds from Hudson who told him that a homestead could be bought near their place, so John rode over with them. The homestead was the southeast of section one and was held by a man named Shubert, who was tired of homesteading, and wanted to go back. He sold to Kunrath, in this way giving Kunrath a building 14 by 16 feet and some little plowing. Kunrath moved in and made his home there until he proved up. He was one of the few homesteaders who farmed his land and did not have some business connected with the town. His brother, George Kunrath, came over from Germany a little later. George was ten days in coming from New York to Ellendale, as he was not acquainted with the country or its language and was sent to Chamberlain instead of to Ellendale. He was four days coming up from Aberdeen as it was in the winter time and the snow was deep and frozen hard. The passengers had to get out and shovel to help the train through. He reached Ellendale just at the time of the spring thaw and had to wait seven weeks before the Maple river could be crossed, so he was taken out to Mr. Lohses' where he got work to

pay his board, as he had spent the \$14.00 he had when he reached Ellendale to pay for his living before he found a job. Finally his brother John came after him and he stayed with his brother working in the summer and going to school in the winter. He worked a while for a Mr. Folsom driving mules on the plow. The first noon when he stopped for dinner he was going to unhitch the mules, but Folsom said, "No, no, don't unhitch them, just let them go," and the mules grazed around until it was time to go to plowing again. They were not unharnessed at night either; only on Saturday nights was the harness taken off. In the winter of 1888 George went back to the old country to settle up an estate and report to the authorities there, as he had been away from Germany as long as he had permission to be absent. He came back in the spring, bought out a relinquishment and proved it up as a homestead.

Mr. Morgan says, "It was a favorite pastime in the early days to lay out a railroad and plat towns and sell lots, but many of them did not stand the test and never materialized." The rather pretentious plans of the Dakota Midland were formed in 1883 and where the railroad crossed the James river there should be a town, so in May of 1883 the Dakota Midland platted the town of Hudson. Also a road north and south to be known as the James River Valley Railroad was expected to pass through the town. Neither of these ever materialized for Hudson, but the surveyor's stakes and the prospects of a junction town furnished a great stimulus for buying lots. The town was located on an ideal place on the west bank of the James on the corners of Sections six and seven of Township 130-59 and Sections one and twelve in Township 130-60. M. H. Chamberlain maintained a land office in Hudson for the sale of lots.

The town of Hudson was quite a place according to Andreas Atlas of Dakota, (1884) which says, "Early in April 1883 settlers began to come in rapidly and by the following October scarcely a claim was to be had within five miles of the river at this point. In May, 1883, the Dakota Midland platted the town of Hudson, which is located on a beautiful plateau rising by gradual ascent from the James river. The town is regularly laid out with streets one hundred feet wide and near the center a fine public park.

"The business establishments at present consist of two hotels, three stores, three real estate and loan offices, one printing office, the Hudson Herald established December 14, 1883 by R. S. Busted, one livery stable, one pump shop, one blacksmith shop and a post office."

Mr. George H. Ladd built a hotel and another building for a store. These were built of lumber hauled out from Ellendale, and were two stories high. Mr. Ladd had teams enough to handle the material for his buildings and his trade, but had to hire men to drive them back and forth between Ellendale and Hudson. His son, George F. Ladd, was just a boy but did much of the hauling for the store and hotel after they got started. The flour was brought from Columbia and other supplies came from LaMoure and

Ellendale. On one occasion George took a load of butter to Lisbon where he sold a part of it for six cents a pound. Part he could not sell as it was too salty. There was not a great deal of butter made in the country as yet, but even at that there was more than could be used locally. Eggs were six cents a dozen (if they had shells on) and were packed in oats or chaff for handling as the egg crates were unknown at that time.

Hudson was named from the river of the Empire State as many of the settlers were from that state. Mr. T. W. Millham, who had a store, was the postmaster. The mail was brought out from Ellendale by any of the citizens who happened to go to Ellendale as there was no regular route established.

At first the James river had to be forded, but a ferry was established by a man named True who had a claim five miles west of town. True would come over every day to operate his ferry; then later he moved his family to a house on the east side of the river. The boat was a scow, with a flat bottom and top, which could haul one wagon and team at a time, and it was operated by pulleys and rope to haul the boat across. When a traveler came to the side of the river and found the boat across on the other side or to the west side at night he whistled and the boat came after him. The fare was twenty-five cents whether for a person or team, and a young man who had a sweet-heart upon whom he called frequently found it expensive for him as well as troublesome for the ferry man. Later a bridge was built across the river by the township, a little south and east of Hudson. This had long earth approaches through the shallow water and a span about 60 to 80 feet long in the center, supported on eight by eight inch piling. The bridge used to wash out in the high water of spring but it would be watched by someone and would be caught and tied up to the bank till the water went down when it could be replaced.

A good school house was built in Hudson in 1885. This was built large enough to serve as a community rallying place and for church services. When the town was abandoned this school house remained at its old location for many years, and was moved in 1923 two miles west where it still serves its original purpose. The first school was taught by a man named Hinman. There were thirty pupils and the next year there were forty. Many of the boys were big fellows, the McLains, Davises, Morgans and Kendalls, and George Kunrath. On January 12, 1888, there was an electric storm so bad that the frightened parents did not dare go after the children at school. There was so much electricity that they could not touch the stoves. At the Hudson school the teacher decided not to have school with such a bad looking sky threatening and started for his claim but only got half way when he had to turn back, glad to get under shelter.

The most of the people who located at Hudson were Americans and were a very good class of people. They made no disturbances and were supporters of the school and churches. Church services were held first in Ladd's hotel but when the school house was completed the services were

held there. Reverend Witham of Guelph was the first minister. He held services in the school house for some time. Later on Reverend R. H. Hook, a Presbyterian, was the minister, and as the people were pretty well divided between Methodist and Presbyterian, the Methodists had Rev. Mr. Giddings one Sunday and the Presbyterians had Rev. Mr. Hook the next, all uniting as one church.

As the Dakota Midland Railroad never materialized the new town had no railroad. When the Northwestern came up the east side of the river it was thought that a new town would be located over on the east side and thus make Hudson a town with a railroad, but the Northwestern went about three miles farther north and a town was located there. Many of the people and the buildings of Hudson went to Oakes and within a few years nothing was left of Hudson but a few cellar holes to mark the location of an interesting and aspiring city.

However, over on the southwest part of this township a settlement had been made which extended over into the township to the south and which secured a railroad and became a town. The village of Guelph lay partly in Hudson and partly in Port Emma, and has an interesting history.

When the Dakota land boom of 1882 reached Wisconsin, Mr. M. H. Puffer of Neenah took a trip to the new territory around Aberdeen. His investigation was satisfactory, and in the spring of 1883 he brought his family to the James River Valley, and a number of his friends and acquaintances from Menasha, Wisconsin came out with him, shipping their emigrant cars to Ellendale, the terminus of the new railroad. In the group coming at this time were; M. H. Puffer, Capt. Thatcher, True and Fred Thatcher, George Keyes, Mrs. Mary Hall and two daughters, Wm. Hall, Hiram Eldridge, Phillip Brown who worked for Mr. Puffer, Carlton Batchelor, and Lanse Freeman who worked for the Thatchers. Mr. Keyes located fifteen miles west of Ellendale; the others located claims within two miles of what is now Guelph.

The center of this settlement of pioneers was at first called Menasha Center, then Thatcherville, and some other names were proposed. After the Great Northern came through, Mr. Puffer plotted a forty acre town-site and named it Centralia. The Post Office department refused to accept this and other names suggested, and the name finally accepted was Guelph suggested by one acquainted with the town of Guelph, Canada.

The four claims surrounding the main corner of the present town were chosen as follows: M. H. Puffer, the quarter northeast of the corner on which the school house is now located; True Thatcher pre-empted the quarter adjoining to the south, their home being located a little southwest of the coal shed of Lon Puffer; Carlton Batchelor took the quarter on which the Guelph bank is located, their first building being about fifty feet from the J. D. Root store, and Phillip Brown filed on the remaining quarter.

Capt. Thatcher with Fred located on the claim joining True Thatcher

on the east, Fred later filing a tree claim entry on the claim joining True Thatcher on the south. This is where Charles Denison erected one of the finest sets of farm buildings in the county. Lanse Freeman filed on the remaining quarter of this section. Mrs. Hall located one and a half mile south and built her house so that the main part was on her quarter while a bedroom was over on another quarter on which the daughter was holding residence. Wm. Hall, the son, had a claim shanty a few rods away on another quarter, where he slept frequently, but made his home with his mother. Hiram Eldridge who came as the carpenter located his claim one mile west of Guelph. This was afterwards filed on as a homestead by T. H. Thatcher and is owned by him at the present time (1928).

At the time of the coming of this colony the only house on the road out was that of Dr. Long, an early landmark, and the village of Port Emma, with here and there a claim shanty going up. A fairly safe bridge had been built over the Maple and a well enough defined road that the people could follow with their loads of household goods. There were no houses ready for complete occupancy and the goods were stored out-doors or wherever a place could be found. Water had to be hauled in barrels, although later several good wells were put down. One of the best wells was dug by True Thatcher but the track of the Great Northern passed directly over it, so after keeping it for a time it was filled in.

Within a few weeks many new settlers were added to the first group. Wm. Bateman from Michigan homesteaded on a claim one mile east of Guelph, and taught the first winter schools for two years. Dan Huffman, a Civil War veteran from Ohio, located on the claim east of Bateman's. Henry Ellsworth located two miles northeast of Guelph, and could not be scared away by being ambushed by some one. Stevens located on the quarter adjoining Ellsworth on the south, and Frank Hofer just east of him. His place became a landmark from the fine grove of cottonwood trees.

One mile north of Guelph was the following group: John Patchett who filed a pre-emption with his daughter Libby on the quarter to the north, Taylor located east of John Patchett's quarter, and Ed Robinson filed on the quarter north of Taylor, where Frank Courtney made his home. George Patchett filed on the claim east of Taylor, and later homesteaded two miles southeast of Guelph. G. M. Baker and his family from Canada located several quarters of land four miles east of Guelph, and became influential members of the community. Ed Baker, one of the boys, became County Judge.

N. D. Witham and his son Joe came in from Maine and built a frame house and sod barn and stable. He was two miles southeast of Guelph. He was a preacher and announced that if his neighbors would meet at his house a certain Sunday he would preach to them. About fifty people turned out and Mr. Witham took his place in his door and preached a powerful and vigorous sermon on the text from II Kings, 20th chapter, verse 1, "Set thy house in order." He served several communities in the early days be-

fore settled pastors were available.

School began in the claim shanty of Phillip Brown, on the corner across from where the Guelph bank was built. Miss Eva Smith was teacher and had ten pupils that summer session. Wm. Bateman taught the winter school with fifteen pupils from the families of the Puffers, Huffmans, Patchetts, Thatchers, Wileys, Withams and some others. Later a regular school house was built on an acre of ground given to the school district by Mr. Puffer. Among the list of teachers were; Bateman for the winters of 1885 and '86; Lindersmith of Ellendale for the winter of 1887, Hinman of Hudson for 1888, C. C. Shepard for 1889, Miss Helferty for 1890, Lon Puffer, 1891, and Lute Puffer for 1892. These were winter teachers, and Miss Smith, Nevada Hatch, and Mrs. Rawley were among the summer teachers.

Polishing buffalo horns was an occupation that at once became general and was fascinating. The solitary homesteader could work at it odd times, evenings and rainy days. Methods of polishing the horns became a topic for conversation and it became a real art. First the horns were scraped until the solid black part was continuous; then it was made very smooth. Next it was polished with emery or sand-paper, and finally by a rough cloth, oil and the hand. Hat racks, coat trees and common ornaments were made. They were prized in the early days and were often sent back east as a present to relatives.

The social life around this community was enjoyable. Parties, dances in the newly inclosed shanties, a literary society, were the means of amusement in addition to hunting and later fishing in the James. Wild animals were found and helped much in the menu, which otherwise became rather tame at times. There was not much crop the first few years. Mr. Monty ran a threshing rig but the distances between neighbors were so far that it did not pay him. B. T. Martin, three miles west of Guelph, raised sorghum and had a sorghum mill. A number of farmers raised sorghum cane but it did not prove a success. Mr. M. H. Puffer raised a beautiful grove, which became a well-known picnic ground and several camp meetings have been held there.

With the expectation of big crops and good prices, machinery was bought freely. Banks and loan companies flourished. Money rates were exorbitantly high, two per cent a month not being uncommon. Supplies for the family, feed for work horses and other expenses drained the resources of the pioneer. The high hopes of the settlers gradually fell, and some moved out; others came in, and the coming of the railroad gave a new impetus. At one time hard times pinched the people and in the 90's the Great Northern gave free transportation of corn from the corn states to Guelph to help tide over, and even one or two car loads of second hand clothing were distributed from cars at Guelph. But times improved and those who stayed by the land and place have come through the pioneer days to see a prosperous community. Located as it is and with its fine land Hudson is destined to

remain a place of homes.

As Guelph and also the modern Port Emma are both very near or on the township line a trade of some sections has been made so that all of Guelph is included in Hudson township and school district and an equal territory has been given to Port Emma township and district. The families of many of the pioneers are still found on or near the old homesteads.

CHAPTER XXXII

LOVELL AND LUDDEN, 129-59

[The sources of information on this township is a History of Ludden by Mrs. Florence Folsom, papers submitted by Miss Agnes Randall and letters and stories from the old settlers and their families.]

TOWNSHIP 129, range 59, like many others, was not surveyed until after its opportunities became so well known that many people had made squatters' locations. The stage road, or perhaps better, the mail trail between Columbia and Jamestown up the east side of the James river crossed this township.

The first settlers came up from Columbia and they looked to it for their trading center for several years. The township had a post office known as Ticeville, established October 18, 1883, which was kept in the home of a family named Towne, although Fred McKay is given in the official records as the first Postmaster, then Edward T. Kay to 1887. The office was discontinued January 9, 1888. Some of the early experiences in the region are nicely given by a member of one of its early families, Emily Kennedy.

"It is only when time has cooled the hot sting of poverty and dulled the memories of the bitter hardships of pioneer days, that we are able to concede to them the picturesqueness which we could not see at that time, and to fully appreciate the hardy, kindly neighborliness, and resourcefulness which characterized those people, who, coming from every state in the Union and representing every degree of society, toiled, endured and gave of their best.

"My parents had been in Dakota for two or three years when I came from Chicago where I had been sent for schooling. The tale of the suffering which my father had endured while carrying mail the thirty miles between Columbia and Ticeville—on foot, fighting blizzards and wading through snow drifts—stopping at the halfway house to thaw frozen nose and feet—had already become a tradition in the family, and although he forgot the incident and forgave the man who stole the money he should have received, money so hardly earned and so sorely needed.—I have never been able to do so.

"The Ticeville Post Office was the neighborhood community center. We spoke of it as the Towne house, since the interesting, eccentric and talented family who lived there bore that name. Crissie Towne was my dear chum and fellow-conspirator. Our activities were many and varied, culminating perhaps in the paper which we jointly edited for a literary meeting, in which we parodied and [punned upon and held up to ridicule every

member of the association. We were only fourteen or fifteen years of age and were amazed that many people were hurt and insulted.

"The Literary, held fortnightly during the winter, was the social event of the neighborhood. Much latent talent was discovered, and many persons of education and culture generously helped. Fred Sinclair gave orations from the classics; Mr. Eaton read or talked interestingly from his wide experience; little Mrs. Jenny Robertson read charmingly; Mrs. Towne wrote original poems. The programs were varied and always interesting.

"Our first term of school was held in a small claim shanty belonging to Grandma Woodward, and was taught by tiny, merry seventeen-year-old May Towne. While the discipline was not all that might have been desired, it at least was as good as could have been expected in so small a room. A perpetual feud existed between the boys and girls, who sat on opposite sides of the room. We studied aloud, stopping occasionally to hurl a book or an epithet at an enemy across the not more than six feet of intervening space. Cool days found us spending recess periods twisting hay to be burned in the little air-tight stove. We were exceedingly fond of our little teacher, and attested our loyalty by being model students for one afternoon, during the dread visitation of the county superintendent.

"May's marriage to the lover from back home was the season's event. But for the generosity of our kind and loquacious neighbor, Mrs. Devlin, who loaned me her extra pair of shoes, I should not have been able to attend, for it being the between-crop season, money to replace worn out shoes was not forthcoming.

"The bride was very lovely in a wine colored silk gown which came ready made from Chicago.

"A thrifty wedding guest (I have forgotten his name) finding, in addition to the proverbial "Time, place and girl," a minister in marrying mood, grasped the opportunity, and drawing his blushing fiancée to the altar, was married also.

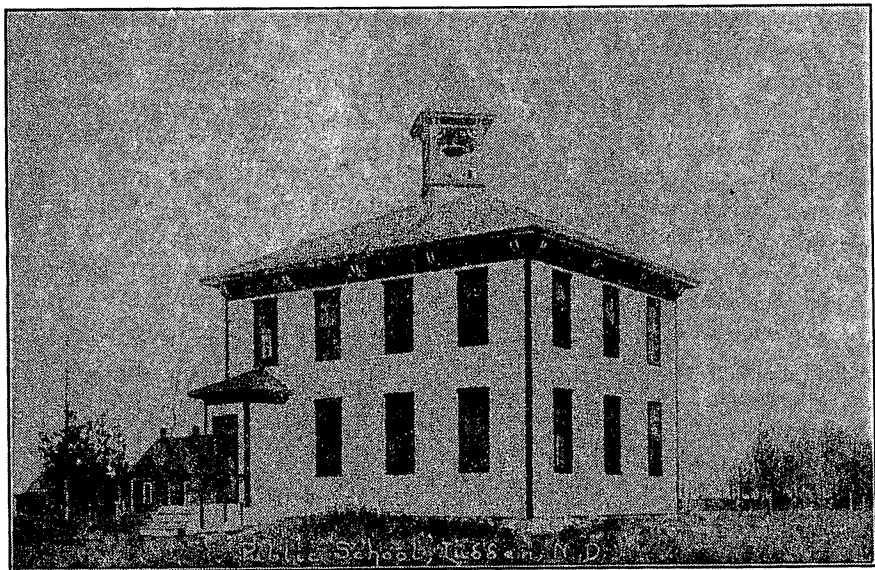
"D. W. C. Towne, who, before coming west had been a druggist, failed to make a success of farming, and after a few years of pioneering, removed his family to Grand Island, Nebraska.

"To me their going was a bitter tragedy, and even after these many years it hurts to recall the poignant grief and sense of utter desolation which overwhelmed me as I stood watching the prairie schooner moving slowly down the road carrying my dearly loved little friend out of my life forever. I never saw Crissie again, and I shall never forget her. She died four or five years later.

"To return to the early school days—our second term was held in the new Ticeville schoolhouse. We were fortunate in having as teacher, Fred Sinclair, a man of culture and vision.

"The custom of 'boarding 'round,' inaugurated that year, was discontinued afterward, much to the relief, undoubtedly, of Mr. Sinclair's successors.

"We had two or three excellent teachers among whom charming Julia Graham, fresh from normal school, stands out conspicuously. We thought her beautiful and her clothes, from the bustle of fashionably ample dimensions, to the rich, red velvet cuffs and collar which adorned her green broad-cloth dress—perfect.



First Schoolhouse built in Ludden by W. H. Caldwell, fall of 1887

"But it was during the year I was able to attend the Ludden school that I came in contact with that teacher, Mrs. Karten, a woman of vision and talent, who made the school room a place of delight. While it is true that her methods met with much adverse criticism, I believe her pupils all found her teaching inspiring. She was a purist and spoke delightful English. She stressed proper pronunciation and at least tried to teach us to enunciate distinctly.

"Our first Fourth of July celebration was memorable. It was held in the sandhills. Miss Minnie Nearsh, dressed in white, with a crown upon her head, her long hair streaming, made a charming goddess of Liberty. She stood at the front of the hay rack, surrounded by as many states of the Union as there was room for the young girls representing them. Driving to the hills was great fun. We had a community picnic dinner, followed of course, by the reading of the Declaration of Independence. We listened to many warmly patriotic speeches, and May Towne carried on a delightful flirtation with Charles Brown. A few of us who were homesick for the sight of a tree, spent much time wistfully gazing off toward the east, at the dark spots on the distant hills which were said to be small forests.

"There was much tender pathos in our efforts to honor the soldier dead

who were buried on their claims and on Decoration Day we drove for miles in lumber wagons, stopping at each lonely mound to reverently lay upon it a few of the wild flowers we had gathered.

"Sunday school, and when a minister was available, preaching services, were held at the school house. To the delight of the young people who sat on the grass outside and listened, there was much controversy—I think that all those who at that time contended so bitterly, grew later to realize how little difference it made whether the flock was shepherded by a Baptist, a Methodist or a Presbyterian. My father who so literally interpreted the injunction to, "Believe and be baptised," found his views broadening with the years.

"Some kind organization contributed a library to the Sunday School. I, being the fortunate librarian marched proudly home with the library in a market basket, whose contents I dutifully censored by reading through before the next Sunday.

"While memories of those far off days crowd upon me, many of them are of too personal a nature to be of general interest, and one must stop somewhere."

Land could be secured by any one who would take possession of an unoccupied quarter section and he might get three quarters. A quarter section of land could be filed on as a homestead, treeclaim or preemption. Quite a few who filed on land as homesteads or tree claims changed and obtained the land on preemption terms. Some of the people who took up tree claims tried very hard to raise trees but were unsuccessful. Ogden Lovell planted tree seeds and slips three different times. For preemption, a person had to live on the land six months then pay \$1.25 an acre and prove up, but could live there thirty-three months instead of six if they wished. For homestead the settler could live on it five years (or seven if wished) and then prove up. For tree claim it took thirteen years. The first year they had to plow five acres of land, second year plow five acres more and plant five acres of trees, third year plow five acres more and plant five acres of trees, plant 2500 trees in all.

The claim shanties were mostly wooden buildings, but some were sod and wood. There were many tarpaper shacks. While the fires were going they were very cozy. The house was banked up to the windows with dirt. Once when the Randalls went to Ellendale they covered the shanty floor with quilts but stuff froze in the cellar, there being no fire in the stoves. An organ and Mrs. Eaton's piano were the only musical instruments around for awhile.

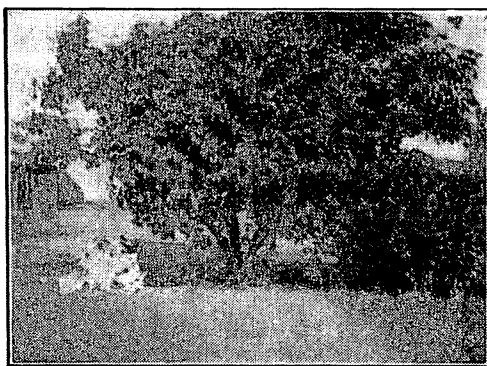
When Mr. and Mrs. Randall's claim shack was built there was not a shack in sight on the east side of the Jim river. The next morning there were four new shacks in sight and every morning there would be one or more new ones in view. Mr. and Mrs. Randall's shack was sixteen by twenty, had pitched roof, sides one thickness of boards. They could see out doors.

In the fall they put brown building paper on the inside and tar paper on the outside which made it very comfortable and cozy. The cellar was so warm that potatoes sprouted. When they papered the shack they built on a bed room and coal shed which was also a storm shed. The furniture was a cook stove, hard coal heater, bedstead, organ, table, six chairs, one rocker, commode, two boxes nailed up on the wall for cupboards. About a mile east of new Ludden there was a shack built all of sod and the stove also was of earth. The man who built it was a Russian.

Frank E. Randall and family came to Dakota Territory from Ortonville, Minnesota, in the spring of 1883, built a small shack and ran the first grocery store in Port Emma. Different people suggested to Mr. Randall that he start a town on his own land as most of his trade came from east of the river and it would save so many the task of crossing the river when going to trade. On July second, 1883, Mr. Randall and T. T. Crandall had T. F. Schofield survey a town site on Mr. Randall's land on the quarter corner of section 1 and 12 and township 129 north of range 60 west. This was what is now called Old Ludden and it was located just south of the fish hook bend of the James river and north of the Ludden Cemetery, The name for the new town given at this time has been retained for the newer town on the railroad.

In 1875 Mr. Randall lived in J. D. Ludden's home in St. Paul and attended the International Business College. He thought so much of Mr. and Mrs. Ludden and appreciated what they had done for him, that he named the new town after Mr. Ludden. In 1886 when the Chicago and North Western railroad built into Dickey County the town was moved to the railroad. Mr. and Mrs. Ogden Lovell were friends of one of the railroad officials and Mrs. Lovell asked that the new town also be called Ludden. He gave his consent.

The buildings moved from old Ludden to new Ludden were F. E. Fandall's store, two-story; Curtis hotel, one story; Ogden Lovell's lumber office, one story; Harvey's dry goods store, one and one-half story; W. B. Allen's law office, one story, and Tom Jones' blacksmith shop. Before Old Ludden was moved and while the C. & N. W. railroad was building into the county, Frank Shaw hauled



Pile of buffalo bones in front of Egbert Lovell's home one mile south of Ludden

Mr. and Mrs. Lovell were among the early settlers. As long as Egbert and Ogden Lovell lived on their farms each had a pile of buffalo bones in front of his house.

lumber from Ellendale with an ox team, built a one and one-half story meat market in New Ludden, the only building there for some time, and furnished meat for the construction crew. When his shop was finished he killed the

oxen and sold the meat.

Ogden Lovell was Postmaster in Old Ludden but Mrs. Randall did the work as the office was in Randall's store. Tom Smith was the first postmaster in New Ludden. Five postoffices which were established in the early days near Ludden were discontinued and mail addressed to them comes to Ludden. The offices were Ticeville, Eaton, Emma, Weston and Hillsdale.

On the west side of the James river they have to go deep to get water, which is not always good. Most of the wells on the east side of the river have good water. F. E. Randall's first well was fifteen feet, in clay, and the water not good. Across the road A. A. Randall's well was dug in sand and had good water. Gilbert Greenwood had a well at his barn and another at his house. Water in one was hard, in the other soft.

Bob Wilson's father, also Bob Wilson, settled near Columbia. His trade was boat-making and he built the boat Nettie Baldwin at Jamestown. In the spring the boat was brought down the river to Columbia. When the boat reached Columbia they thought it was too small for the freight they would have to carry so cut it in two and built in twenty feet. When they made the next trip up the river they found it was too long for such a crooked river. Mr. Wilson thinks the length of the boat when built was sixty feet. The Nettie Baldwin came up the river Thursday April 17th, 1884, and navigation was opened for the season. The steamer left Columbia at nine A. M. and arrived at Port Emma at three P. M. The freight rates were: lumber \$3.00 per M; coal \$3.00 per ton; mdse. 15c to 25c per 100 pounds; passengers \$1.50, round trip \$2.50.

In 1886 the Chicago & North Western Railway came up the east side of the James, and the people of Ludden moved over to the railroad and the new town was located and still remains as the town of Ludden.

The "Manitoba" railroad came through from the east soon after this but it missed the town of Ludden by a mile and a half. A community meeting was held to adopt means of getting the new railroad to come into town. The following are the resolutions drawn up at a mass meeting of the citizens of Ludden and sent to the officials of the Manitoba railroad headquarters in St. Paul, Minn., November 19, 1887: "Resolved that the citizens of Ludden, Dakota, who being desirous of having a track from the main line of the Minneapolis and Manitoba railroad run into the town; and the removal of the Riverdale (now, Newton) depot to this point, do hereby agree to give five hundred dollars in work on the grade, and at least an equal portion of our freight, rates being equal to that of other roads which are or may be built to this point, provided that said railway company shall establish a depot on the east side of the C. & N. W. depot at Ludden, and run all regular trains over said line into town of Ludden."

The township for civil government was organized with the township to the west as Eaton Township, but later when the two were each given organization in its own territory the school district was named Eaton and the

township, Lovell, in memory of some of the early pioneers and families who took a very active part in its early history.

The town of Ludden is still the center of trade and the shipping point of a large territory. Eaton School District ranks high in education, and many of the descendents of the early settlers are still found in the township; in fact, many of the early settlers themselves are in the township (1928). The new Highways, Nos. 1 and 11 come together a mile west of the town and pass through Ludden over a splendidly surfaced roadway.

CHAPTER XXXIII

THE TOWNSHIP OF RIVERDALE, 130-59

[The authorities for this chapter are Hans Lowe, Wm. H. Leffingwell, A. J. Anderson, other residents of the township and the stories of the pioneers of this and Hudson townships.]

RIVERDALE township was crossed north and south by the trail of the old stage route from Columbia to Jamestown. At the time the stage was in operation there was no stopping place in the township, in fact it did not contain people to make use of the stage. It was so located with reference to other towns that it has had no town or village of size or prominence within its borders. Port Emma and Ludden were to the southwest, Hudson and Guelph were to the west and the city of Oakes grew up to the north. The story of its early settlement blends with those of other places, but a few of its pioneers went through experiences common to their neighbors, and exhibited characteristics worthy of record.

Wm. H. Leffingwell came out to the Red River Valley in the spring of 1882. He came from Kalamazoo County, Michigan, and was looking for a homestead. He landed at Amenias and worked on the farm of the Smith Brothers driving mules. After most of the fall work was done, in late October, he went to Jamestown and from there to Grand Rapids and Ellendale by the stage line. He paid a dollar to sleep on a pool table at Grand Rapids and earned first claim to passage to Ellendale by helping the driver unhitch the night before. There was too large a crowd to be all transported the next day but Mr. Leffingwell sat with the driver on the trip through the rain, catching much of the drip from the driver's oil-skin coat.

In Ellendale he and his partner secured the services of a man named Jones and looked for land, first around Keystone and out towards the hills. An acquaintance in Michigan who had been out here in the Indian fights told him there was good land along the James, so the next year Mr. Leffingwell went over there and located his claim. He had worked at the carpenter trade in Ellendale, and it was in July that he and some others hired a driver with a big pair of mules and hunted up places to locate. They did not stay on the land then but later as they found time they put up shanties. Mr. Leffingwell was able to hold his claim, the Northwest of 31, 130-59, and still lives on the original homestead. Besides getting his shanty up and digging a well he did not do much with the claim the first year, although he hired a few acres of breaking done.

Mr. Leffingwell was a blacksmith and after getting located on his claim

he rented a little building of Mr. Bush at Port Emma and opened a shop. As the season was too dry for farming he did not have much work at the shop, so he closed it and went to Casselton to work in the harvest fields. He tells of finding a trail that went to Lisbon, passing a bone pile southeast of where Oakes is located, a bone pile which had been described to him by the old soldier in Michigan. On his return from Casselton he did blacksmithing when there was work to be done. He says that the pastime of the fellows that winter was playing cards and chasing wolves on the prairie. Mr. Leffingwell kept a feed store in Port Emma for a year or two and later bought a blacksmith shop in Ludden from a Mr. Perkins and ran it for some seven years. He lived on his claim but had a building in Ludden where he could stay through the winter. He took quite a prominent part in the events of the early days and had some good neighbors.

Hans Lowe came up to Milbank in 1881 and on to Ellendale in 1882. Snow was so deep that winter that no trains were running and no communication with the outside world was had for three months. He had a little carpenter shop in Ellendale and did what work he could when the weather permitted. In the early spring of 1883 he was hired to take a load of lumber from Ellendale to Bear Creek for Mons Nelson. He got out to the neighborhood of Hudson but could not go further north on account of there being so many ravines, so he carried the lumber across the James on the ice a mile or two south of where Hudson was located and sent word to Mr. Nelson that it was there. On this trip he saw the land on which he afterward located and thinks but for his trip with the lumber he would not have found the place. He made several trips with lumber for people who had no teams and on his return trip he would pick up bones to sell in Ellendale. He went to Fargo and tried to file on his land, but found it was not yet on the market.

Later that spring he went out and put up a shanty and located, taking squatter's rights. The township lines were surveyed but not the interior lines. He did a little breaking that season and then went up to the main line of the Northern Pacific and worked thru harvest near Casselton and Wheatland. When he went away the surveyors were already at work and when he returned he found he had located all right according to the survey. He had planted some turnips and they did well, so he had something to sell in Ellendale. He had to wait until the next winter before the land came onto the market and he could file on his homestead.

He spent the winter twisting hay for his stove and in repairing furniture and machinery for his neighbors and in building things for himself so he was busy all the time. He lived in a frame shanty 12 by 16, sodded up on the outside. Hans Jenson, who had a claim near Ellendale, spent the winter with him. Mr. Lowe had some stock at the time and his partner had a yoke of oxen to winter and had a little stack of hay for feed. After every heavy snow he had to raise the stack up onto the new level, and he had to do this four times.

In the winter time they went quite often to Hudson when they could cross on the ice, and in summer they crossed on a ferry. He had ten or twelve dollars for his winter's supply so had to be economical. They had pancakes and salt pork most of the time. Some of their neighbors got fish out of the springs on Bear Creek but Mr. Lowe did not have any. The next spring they did a little more breaking and also had to arrange for seed for all their farming, so had to make a journey of thirty-five miles to Columbia to get this seed grain.

Mr. Lowe hauled lumber from Ellendale for a man who was to build on the site that afterwards was the city of Oakes. He has had the experience of stacking wheat on the townsite of Oakes near the depot. On the trip with the lumber for Mons Nelson the Maple river broke up so he could not cross to get back to Ellendale and had to stay on the east side. He says he used the week or ten days of the waiting time to help in building a country blacksmith shop. He lived on his land nearly thirty years, when he moved into Oakes, leaving his farm in the care of a renter.

A. J. Anderson while still living in Sweden had a letter from a friend in this country, probably H. M. Bergendahl who was in business in Ellendale, urging him to come over to the new country and take land. In October, 1884, he made a slow trip across the ocean and then to Ellendale where he secured a job working around town for a while. In 1885 he went over beyond the James river and selected a location. He did not go onto it when his family came that fall but rented the farm of Hans Lowe, "while Hans was gone back to Denmark to get a wife." The Anderson boys had been helping Mr. Lowe set out trees on his claim. There was a row-boat kept on the east side of the river to be used in crossing to go to Hudson, which was a mile or so above and on the west side. The boys were small and it was all they could do to get to the other side of the river when going on errands. The Anderson boys did not go to school as the school was in Hudson and it was too far for them. In the fall of 1886 the family moved over to a preemption in the west part of the county.

One of the sad cases incident to pioneer life occurred near the James river in this township. Mr. T. W. Millham had located his claim on the east side of the James and the family was holding the claim and making the home there while Mr. Millham in the day time was serving as postmaster and merchant in Hudson. The family was stricken by diphtheria soon after locating their home. All were in one room, some dying and some so sick they would have been glad to die. There was no quarantine, so at first the neighbors used to go up and help care for them. But when the disease proved so fatal the neighbors were afraid of spreading it. Dr. Mathews, a physician who had located on the east side, attended the children and fought valiantly for their lives. M. N. Chamberlain and John Kunrath took the risk of taking the disease, took over the personal care of the children, gave them the medicine and waited upon them. Dr. Matthews gave them

preventatives so they might not take the disease but afterward they found they had it in spite of these preventatives. The children died at intervals, the oldest one, a girl, first, then the others at intervals of a few days until seven had died. The baby was constantly exposed but did not take the diphtheria and grew up and lives in California (Mrs. Erwin). The funeral of all seven was held at one time on a cold, stormy Sunday morning and the burial was there on the farm. Later the children were removed to the new cemetery at Oakes. By some of the people the cause of the diphtheria was placed in the new plastering on the home, but none of the other families besides the two men who served as nurses were afflicted with the dread disease.

A settlement out on section twenty-five was known as Hillsdale, and had a postoffice for a time. This place is mentioned in the accounts of parties going to the sandhills on picnics and for strawberries. Early in the settlement of the township the name of Coraton was suggested for a place on section 20 but never officially adopted. Later when the Great Northern railroad built through the township a station stop was located north of Ludden and was called Hillsdale, Riverdale, and finally Newton. The place that had been called Hillsdale on Section 25 was renamed Crescent Hill and for some years has consisted of a flag stop and cattle chute only. The North Western never had a station stop in the township until in 1915, when the Great Northern located its box-car depot at the crossing of the two railroads a few rods west of the site of old Newton and a union flag stop has been maintained there since that time.

When the township was organized it was the eastern part of Hudson township, but after a few years of this large organization the township was divided on the James river and has since then had its separate government.

The township had maintained three schools for its children, but with so few in at least two of these schools the progressive citizens planned consolidation, and in 1918 built a new brick school building on the south side of Section 16 and transport the pupils to the new consolidated school. This building was dedicated with due ceremonies in January 1919, and was constructed to be used as a community center as well as for school. The township maintains a good active community club which holds regular meetings and programs in the large assembly room and gymnasium. The school house is constructed so that the teachers can have a home in the building and do their part in the community life. This township has never had any trouble in getting good water and an excellent well is located in the school house.

In the system of new highways the state roads, No. 1 which runs across the state in a north and south direction and No. 11 which connects some of the county seat towns and others along the south side of the state by an east and west route run over the same route across the township to Oakes. With no postoffice maintained in the township the mail is brought out on rural delivery from Oakes with some of the people getting their mail from Ludden.

CHAPTER XXXIV

HAMBURG TOWNSHIP, 131-64

[The material for this chapter was gathered by Major Dana Wright, supplemented by facts gleaned from interviews with several of the older settlers, especially J. R. Wilson and his father, Mr. and Mrs. D. C. Peek, Mrs. Eliza Herbert, W. E. Kellogg and others.]

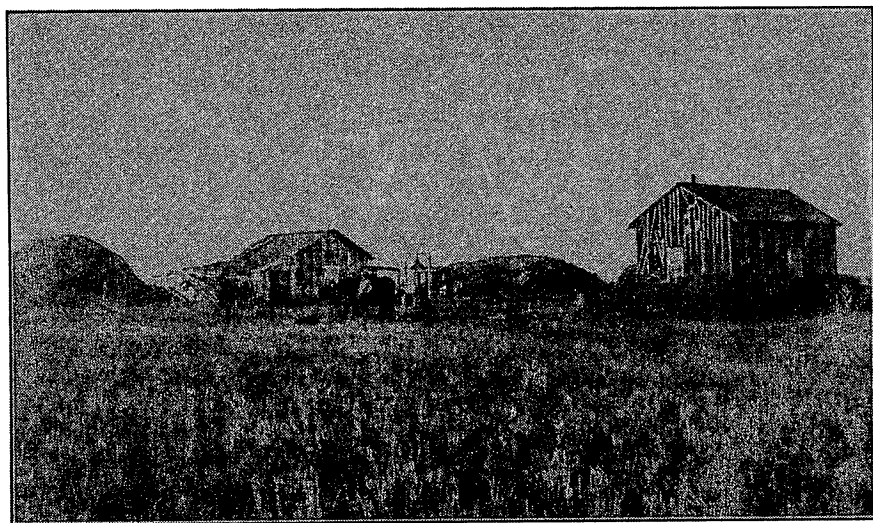
TOWNSHIP 131, Range 64 lies in the level prairie country in the north central part of Dickey County. It is level and very fertile and admirably adapted to farming, as there is no waste land whatever, and it has good drainage. The Soo railroad crosses the northern end of the township, giving easy access to the eastern markets. That the township has good water is attested by the fact that the railroad has a tank used by all its locomotives at a well on Section 4.

The first settlers were people of high vision, and so the educational and religious life of the locality has always been of the best. It is now well settled by a first-class body of farmers, many of them being the children of the early settlers, to which have been added enough new settlers so that the town is one of the best tilled in the county.

The Kellogg boys,—W. E., Elmer and Frank, were raised near Clyde, New York, and in 1883 they came to Dakota territory looking for land. They found it to their liking in 131-64, and W. E. filed on the northeast quarter of Section 15 in that town, which he still owns and which is now farmed by his son Paul. He has added to it from time to time until it is a large farm, and under the expert management of the young man, it is one of the best paying farms in the county. They raise stock, especially hogs and sheep, although other stock and grain are extensively raised.

Mr. Kellogg batched for the first years, and with all the farm work and his housekeeping found a busy life. One of his neighbors tells of his being so busy that he could not get his shanty up for a long time, and his trunk in which he kept his personal effects sat out on the prairie all summer while the owner was using a tent for his dwelling. He found time later to provide a comfortable house and soon afterward a housekeeper, as in 1890 he married a neighbor girl, Cora E. Lane, and five children have come to the family of the young New Yorker. Mr. Kellogg erected the first cheese factory in the county, and for several years supplied all the cheese for the local trade. Elmer died, Frank went back to New York state and now lives on the old Kellogg homestead near Clyde, and Will E. has been County Treasurer two times of two terms each.

Mr. H. C. Peek came to Dickey County in March, 1886. He and his brother brought a car of emigrant goods and stock out from Michigan and unloaded at LaMoure. Mr. Peek had to buy relinquishments, as the land was all filed upon, but he secured choice locations on the northwest of Section 17, and the northeast of Section 18, filing a tree claim and a homestead. Like most of the new settlers, he went up into the older part of the state and worked in the harvest field and at threshing, after which he went back to Michigan and was married to Miss Lulu White, a young woman from the Buckeye state. That was the best move he ever made, as they settled down and built up a fine home, becoming leaders in the community life of the town and county. Later, Mr. Peek was elected County Treasurer,



*The Early Home of W. E. Kellogg on Northeast Quarter of Section Fifteen
in Hamburg School District*

Mr. Kellogg states that he built this home himself in 1884 with only a hammer and saw as his tools. The straw-covered building between the house and granary is the barn. Mr. Kellogg is also visible standing near the well with his team of oxen.

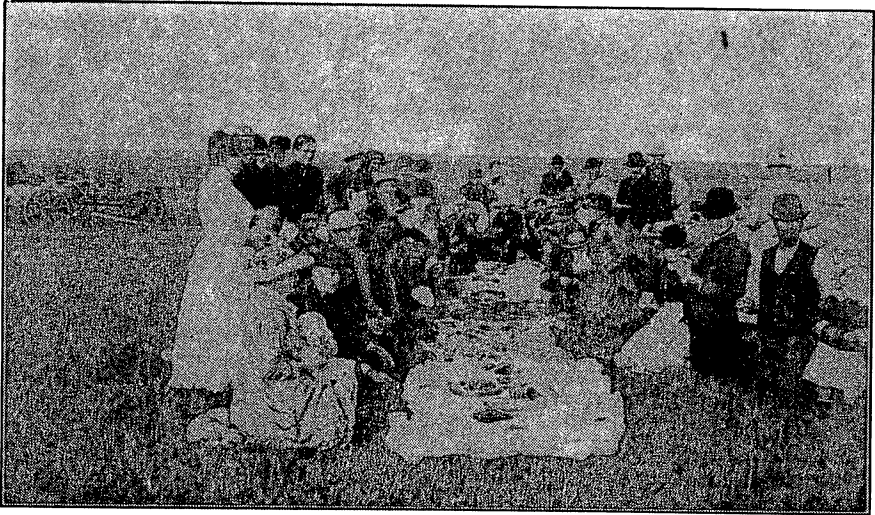
holding that responsible office for four years. A son, Charles Peek, is now occupying and farming the homestead, and is one of the successful young men of the county. Mrs. Charles Peek was Olive Sullivan, the daughter of one of the pioneers of a neighboring township.

J. C. Wilson came out in 1882 with the Pennsylvania colony that settled in Keystone, but afterward took a homestead on the southwest quarter of Section 7, 131-64. He relates that on Decoration Day in 1884 there was a celebration at the Whitestone Battlefield, and it was so cold and windy that they came back east to the foothills for their dinners. He also relates that there was a large amount of "junk" on the battlefield such as old wagon irons and pieces that later Joe Drew and his brother gathered

and sold in Ellendale. John Stewart and Henry Warren dug into the graves, finding jack-knives, buttons and a silk handkerchief, so that it was determined that they were white men who had been buried there. Afterward a Mr. Luce recognized the location, as he had been a soldier in the battle.

William Taylor unloaded a car of emigrant goods on the west side of the track at Ellendale in April 1883, and put up a shanty to house the furniture and to live in until he could go out to his location in what is now known as Hamburg. His daughters Sarah and Eliza (known to all the pioneers as Mrs. Herbert) took claims near him in Township 131, Range 64, and their home became a center of community life, such as Church services and Sunday School. Great credit is due Miss Sarah in particular, as she was a highly educated person and a delightful entertainer.

It appears that the district known as "Enterprise," which overlaps into Albion, Whitestone and Grand Valley, united in supporting all sorts of



Plowing Bee for the Minister

community affairs, and they all pulled together. The first Sunday School was organized at Mace Burton's, and the first sermon was given by William Campbell, an itinerant who moved in from Canada. The meetings were held at the different homes, so as to accommodate those who did not have means to travel far, and so was called "the traveling Sunday School" by many. Reverend Billbie held services in 1886 and 1887, but used the "Cook" schoolhouse.

Miss Eliza Taylor was married in 1889 to Dr. Herbert of Monango. He had been a soldier in the Indian War under Sibley, and took great interest in the Whitestone Battlefield. At one time he had a large collection of relics such as cups, bullets and buckles.

In 1883 a Presbyterian preacher named Clark took a claim in Township 131-65 and as soon as the Graham School House was built he conducted meetings there. The first school in Hamburg was held in the fall of 1884 in the dwelling of John Wilson, and Eliza Taylor was the teacher, it being her third school in Dakota.

A fine Lutheran Church was built on the northeast quarter of Section 14 in 1903. This church was burned in 1920 but another building was erected on its site, and in 1928 the twenty-fifth anniversary of the organization of the society and erection of its church was celebrated at the church by a large number of the present and former members and their pastors and officials. It is the largest Lutheran Church in the county, and Rev. H. Von Gemmingen is the pastor (1928.)

Township 131-64 in the Dakota Atlas of 1886 is a part of Shelby Township which included 131-65. The entire community of about four townships was known as Enterprise, but that name officially belonged to what is now Albion and Grand Valley. In a later organization Hamburg, Whitestone and German were under one organization known as Whitestone Township. The school districts were separated first and finally the civil townships were separated to include the congressional townships and the name Hamburg was given 131-64 late in its history.

The people of Hamburg have been interested in schools ever since that beginning in the Wilson home, and in 1917 a new two-room building was erected on the south side of Section 11 in which a good graded school has been maintained. Frequently the teacher of the upper grade is the pastor of the local church near by, in this way making the man more thoroughly a leader in the community.

The Soo railroad maintains a flag-stop at Kilbernie on the northeast quarter of Section 13, where there is also an elevator and loading chute for stock, giving the region good shipping facilities. In 1926 the road past the station stop and the church and school was made a state highway and well graded to afford connection with the Sunshine Trail at Monango and the highway through Forbes and Merricourt.

Besides those already mentioned the following residents, now living in the township, are prominent citizens, carrying on the work begun by the earlier settlers: Jake Gebhardt; the Speidels,—George and Reinholdt; William and Gust Fichtner; Gottlieb Oster, Jr., and Gottlieb Roessler, with many others who by their industry and good judgment are making Hamburg one of the finest townships in the county.

CHAPTER XXXV

THE TOWNSHIP OF WHITESTONE, 131-65

[The story of this township is based upon the accounts of J. O. Glenn, M. M. Cook, J. G. Hyde, J. C. Wilson, T. R. Shimmin, Frank Northrop, the records of the War Department, and the stories of old settlers.]

THE territory in this township was not in the path of the pioneers. Who was the first to settle within its borders is not easily found at this late day. The eastern part of the township lies on the plains, a part of the Merricourt Valley with its good land, but the western part lies in the hills or on the slope where excellent pasture is found and where much live stock is raised on the ranches or smaller farms.

Three or four separate groups of people from other communities overlapped into the township. On the northeast the colony from Michigan around Merricourt was represented by several families. On the east the New Yorkers and their friends had neighbors living just over in the future Whitestone and from the south the settlers of Albion and Grand Valley had holdings and kindred in the township. Over on the west side the Germans who came into the hills in the 90's spread over the hills.

One of the first to become acquainted with the township was J. O. Glenn whose pre-emption was on the southwest of 19-131-65. Mr. Glenn had come up from Kansas to look over the new territory just being opened, and he had a brother in LaMoure County. He came out and worked with his brother for eight months, but one of the first things he did was to locate a piece of land. The brother and he hired some mules and drove to Ellendale to buy some lumber. They hauled out the lumber and built six shacks on as many pieces of land for himself and some other young fellows who were locating. In order to hold his land he would take time off from his work over near Grand Rapids, walk down to his claim about forty miles, sleep on the claim, and then on Sunday walk back.

In 1884 Mr. Glenn went out to the pre-emption and went to breaking the sod with horses. He had a tree claim on which he did most of his work and where he lived with a man named Warren. They both had land and changed work. They got their mail at the Merricourt postoffice kept by the Manns and did much of their trading there. Later Mr. Glenn opened a general store, conducted a hotel and did a large amount of business in Merricourt. He had taken the pre-emption on March 14th, 1883, and also took a tree claim. In 1888 he was manager of a lumber yard in Lisbon. From 1889 to 1892 he was a bond salesman in St. Paul. He farmed a thousand

acres for three or four years, dealing quite extensively in horses, and operated an elevator at Merricourt. From 1906 to 1909 he was a member of the Chicago Board of Trade, then returned to Merricourt for some fourteen years, when he established his home in Ellendale.

The list of land owners in the township in 1886, although several of them were not residents gives the following names:

Charles Anderson	Benj. Graham	Oliver Nelson
Julian Bequet	H. J. Hanson	W. J. Norgon
C. A. Birdseye	Cyrus Hofry	L. L. Olson
William Blythe	Chas. Hollister	Edward G. Pierce
Alex. Campbell	Chas. Hofler	George Quivey
David Cookingham	G. W. Hofler	Sylvester Reeves
Newton Davis	Clarence Kilbury	John Stewart
L. F. Drew	John Larsen	A. A. Smith
Leonard Ellis	Robert McMillen	Ole Strand
Henry Erikson	John Q. Moon	Nels I. Tollefson
Sivertson Gudber	Frank Moon	H. S. Warner
William Gray	Brado Nelson	Henry Warren

This township and the one to the east were organized as a single township known as Shelby in the Atlas of Dakota of 1886. The people socially and for church and school considered themselves a part of the community of Enterprise. The first school was built in Whitestone Township over north of Ben Graham's place, and to this school went the children of the Wilsons, the Grahams, the Peeks, and several other families. The township line meant nothing to them and the fellowship of those days still further cemented the life into one community. The township early became the central part of a township eighteen miles east and west known as Whitestone. Later the townships were separated for school purposes and finally for township organization. The west congressional township took the name of German, the east part that of Hamburg, said to have been given by a party who were picnicing around a fire with fragrant hamburg steak on the menu. The suggestion was made and the name was used and officially applied to the east third. The name Whitestone was left for the middle township, and very appropriately so, but it was probably a white man's name rather than associated with an Indian camping place.

In recent years Mr. Ed. Hafey has conducted a large cattle farm with headquarters in Section 27 where he erected one of the first of the large barns in Dickey County. John Callan has operated another cattle ranch of generous proportions in the northwest part of the township with headquarters on Section 8. These places have become quite widely known as large stock enterprises.

A good highway runs across this township to Merricourt and beyond, a mile from the east range line, and a good grade has been constructed into the hills two miles from the south line, making the places in the township

easily accessible by autos. The State Park known as the Whitestone Battlefield is located on Section 17 and is becoming an object of interest to many people who wish to know more of the history and the noted spots of their own state.

On the northern brow of a very prominent drumlin in the western part of the township, where it can be seen for miles from the north and northwest there is a huge stone of a very light gray color. To the west of this drumlin there is a lake of considerable size. To the Santi Sioux Indians who came over to the great buffalo feeding grounds this body of water was known as "Bigstone Lake" and its shores were doubtless the location of many a camp in the hunting season.

At this place on the late afternoon of September 3rd, 1863, was fought the Battle of Whitestone Hill, the last great Indian fight east of the Missouri River. The battle is described in the third chapter of this history. The soldiers who lost their lives in this battle were buried there, the Iowa cavalymen to the north of the battle mound, the Nebraska and Wisconsin men in a trench to the northeast. There were no marks left to locate the grave of the men buried in the trench and the burial place has never been located. One of the soldiers (Mr. Luce) in the battle has stated that the Indians in Minnesota had boasted, years after the battle of how they had returned to the battlefield in a few days after the battle and dug up these Nebraska and Wisconsin soldiers, 26 of them, to recover the buffalo robes in which the soldiers had been buried. They told that they had thrown the bodies among the dead horses. If so that would explain the finding of human bones among the bones of the animals. Those who knew of the place in its early rediscovery say there were no buffalo bones among the bones of the horses.

As nobody lived around that country and the place was not marked the site of this battle was lost, and in fact no one of the early comers knew about the battle or that it had been fought near where they were establishing their homes, and the discovery of the battlefield was accidental, even not appreciated for a number of years.

The battlefield was discovered by Frank Drew, a brother of ex-sheriff J. C. Drew, while driving over the hills in the western part of Dickey County in search of buffalo bones to take to Ellendale to market in order to help replenish the home larder. He had sold bones many times before, but this time he came across a lot of bones which proved to be other than buffalo bones. He did not care to let others find his picking grounds and said nothing about it, but others did see that he had been unusually fortunate and went to the hills to look for bones.

M. M. Cook and J. G. Hyde set out to find bones and found the place where Drew had located his find. Some of the ground had been burned over and in addition to bones of horses and mules they found a human skull and a sort of knife or dirk. They did not stop long to make an investigation,

but took their load of buffalo bones to market at Ellendale, where they told the story of the finding of the mass of bones. Thomas Shimmin of the southwest part of the county heard of this find and went to investigate. He found pans and copper kettles and many evidences of there having been a big skirmish. No one attached any importance to the discovery nor took the trouble to look up the matter further for some time. They thought it might have been an affair among the Indians.

W. H. Leffingwell was teaming for Martin, Strane & Walker and was in Columbia after a load of flour. While there he told of the finding of this mass of bones and the local newspaper man wrote it up and reported it to the St. Paul Pioneer Press. The account fell under the eyes of Mr. Luce who was living at Groton. He had been with the Iowa troops in this battle and was a member of the scouting party that had found the Indian camp at the lake. He had long wanted to revisit the battlefield, so on reading this account he came over to Dickey County on his pony and inquired for one of the veterans he had known and was directed to Theodore Northrop, himself an old soldier. Mr. Northrop hitched up his ponies and took his son Lee and Mr. Luce over to M. M. Cook's and asked him to show them where the bones had been found. Mr. Cook helped them to find the place and Mr. Luce identified the location and many incidents of the fight.

Some sort of chart of the burial places of the Iowa soldiers had been made, and it is reported that the family of Lieutenant Leavitt wished to remove the body to their own cemetery, so they had John Stewart, Henry Warren, Frank Drew and Mr. Hollister open the grave. They found part of a silk handkerchief and patent leather from a collar and shoulder strap and other personal belongings. This was early in the history of restoring the site as a park. When it was finally determined to make this place a state park the remains of the Iowa men were removed to the hill around the monument.

For some years there was nothing accomplished to preserve the site of the battlefield, but fortunately the land was still the property of the Government, and finally through the efforts of Honorable T. F. Marshall of Oakes, who was a member of Congress, an act was passed giving the state of North Dakota the southeast quarter of Section 7, the southwest of 8, the northwest of 17 and the northeast of 18 for the purpose of preserving the place as a park.

On March 13th, 1905, a bill was passed by the State Legislature accepting the land grant and authorizing the Governor to appoint a commission to have the care and management of the park. Theodore Northrop, E. R. Kennedy and H. F. Eaton were appointed as this commission. Under another Act of Congress the commission sold 572 acres of this land and with the funds so obtained built a fence around the remaining 68 acres and erected a monument. This monument was dedicated with appropriate ceremonies in October, 1910. It was planned to have the dedication on the

anniversary of the battle but the monument was late in arriving, as it is constructed of Barre Granite and was made in the East. Governor Burke of North Dakota and Governor Carrol of Iowa were the principal speakers. Others present were the commissioners, eight of the old veterans who had fought there, two Indians who were at the camp as boys, their interpreter, and a large number of visitors from the neighboring towns. The monument is surmounted by a bugler blowing "boots and saddles", facing north, the direction in which the supporting troops were located.

In July, 1922, the bugler was thrown off in a severe wind and electric storm and was quite badly broken, so the Legislature of 1923 appropriated \$500.00 to have it repaired and empowered the Governor to appoint a commission to have the repairs made. Hon. T. J. Kelsh, at the time the Senator from Dickey County, Mrs. Mary Flemington Strand and Mr. W. E. Dickinson were appointed on this commission. The monument was repaired and restored to its former state. The same Legislature passed an Act vesting the care and custody of the park in the State Historical Society, which now has control. In 1928 the Dickey County Historical Society through Mr. T. R. Shimmin planted a number of trees in the park. With better roads and renewed appreciation of what the park means in the history of the county and state, increasing numbers of people are finding the Park an interesting place to visit.

CHAPTER XXXVI

YOUNG TOWNSHIP, 132-65

[Sources from which this chapter is drawn are the stories of several of the early pioneers, and especially the experiences of the Webb family, and Northrup, and of James O. Glenn, with the records of the county and the newspapers.]

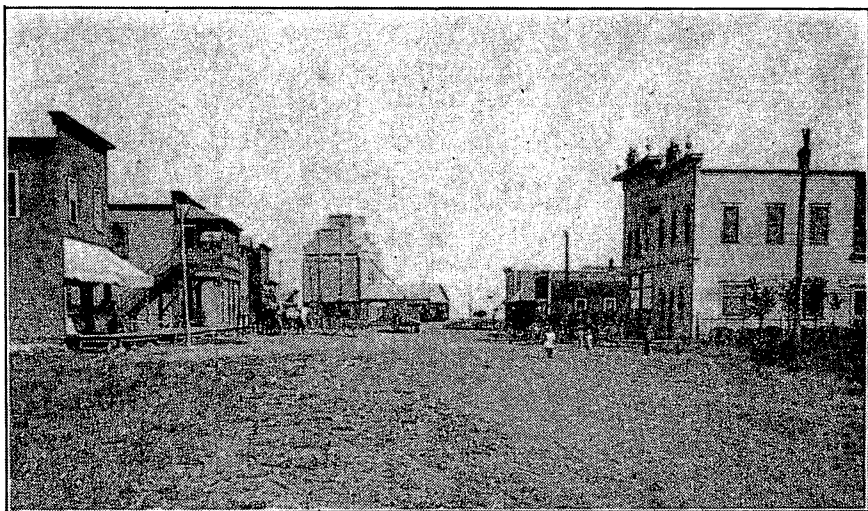
CONGRESSIONAL Township 132-65 was settled in its eastern part in the early days of 1883, before the survey of the government was completed. Its interests and history were closely bound up with those of other towns in the vicinity. According to the Atlas of 1886 it had no independent organization up to that time, but later was the center of a township eighteen miles long east and west and six miles north and south. This great township was known as Merricourt. The hills of the Missouri coteau come into the western part of what is now Young Township and make a sharp distinction in the character of the farming carried on on the alluvial flats and on the hills where pasture is the surest and most profitable method of managing the soil. The "Merricourt Valley," as the broad strip of land at the base of the coteaus is called, is some of the best farming land in the county.

When the Milwaukee Railroad had run its survey up into the county and the construction had stopped three miles north of where Ellendale is now located the scouting party had set two lines of stakes beyond their grading. One of these lines went up to the neighborhood of Keystone, and the other led off northwest to about where the village of Merricourt is now located. When the Michigan party of which the Webb brothers were a part came out in 1883 they followed the line of stakes to the northwest and located on the flats below the coteaus. As the township lines had been run they could find their locations nearly enough for homesteading purposes, and they "squatted" around the corner made by townships 131 and 132 with ranges 64 and 65. Walter A. Webb, located on Section 36, in range 65, his brother Richard on Section 30 over in range 64. C. M. Glenn took a homestead in Section 31, just south of Richard Webb, E. A. Sweeney located on the southwest of Section 26. Mrs. Glenn and Mrs. Sweeney were sisters of the Webbs, and another sister was Mrs. J. G. Hyde, whose location at first was in Grand Valley Township but later on Section 19, north of Richard Webb's. Mrs. Emma B. Clark, a sister of Mrs. Walter Webb had her home on the southwest quarter of Section 36.

Other families living in this township in the early days were the Mann, the Jones, and the Young families, and several who have moved on to other places in recent years. The Chris Young family lived in the northern part

of the township, having land in Sections 2 and 11, and for them the final name of the township was given. The Manns lived in the center of the township, on the southeast quarter of Section 22, and the first postoffice established in 1884, was located in their claim shanty. This postoffice was named Merricourt, and with it the family kept a small store, where the people who came for their mail could buy some of their supplies and trinkets to save a long trip to Keystone or Ellendale. The mail for this postoffice came up to Keystone on the stage and was brought over by Mort M. Cook for a considerable time. A part or all of the time that he hauled mail to Merricourt, Mr. Cook says he went on down to Pearson's from Merricourt. After the through stage line was changed from the Keystone route to go through Yorktown, mail was brought up from Ellendale to Keystone and over to Merricourt by direct mail route. For some five years this mail came to Merricourt from the new town of Monango. Garney was one of the mail carriers from Ellendale to Merricourt, then Mr. Major who taught school in the hills, and others.

The Milwaukee extension never reached Merricourt, but the Soo had built over to the Milwaukee line south of Monango where it stopped for about four years; then in 1891 it built into the Webb neighborhood and the village of Merricourt began. The terminus of the road was here for some two years, when the line was extended up to Kulm. The climb into the hills



A View of Merricourt

necessitated an easy grade so the Soo built directly through Merricourt for two miles then took a northwesterly direction to leave the township on the north line of Section 5.

Quite a lively little village grew up at the end of the track on the Webb

property. Mr. Webb platted a townsite and held a sale of lots in 1892. Being a man of high principles and wishing to have a good clean town, Mr. Webb placed in his deeds clauses to the effect that there was to be no liquor dealing nor card playing on any of these properties. Merricourt never had an open saloon.

The town had an extensive trade as it was the nearest railroad point for many miles to the west, some of the people coming as far as fifty miles with their loads of grain, and so many of them that they sometimes had to wait for days for an opportunity to unload. When the railroad moved on to Kulm that town drew the trade and grain from a large territory around it, but Merricourt held a good business for years and has always been an important shipping point for livestock as well as grain. Merricourt has a splendid depot for a country town. Mr. Underwood was a brakeman and Mr. Hamilton was a telegraph operator and depot agent for the Soo. These men had extensive plans for railroading. Hamilton was located at Boynton when that was the end of the line, but when the road was built further west the Boynton depot was moved to Kilbennie. Mr. Hamilton offered to handle the part of the road served by three stations if he had the authority and equipment. The old Boynton depot at Kilbennie was torn down and a fine new one built. Then later when Merricourt became the more important shipping point the Kilbennie depot was moved bodily to Merricourt.

Mr. Walter Webb took a large share in building up the village. He organized the Merricourt Grain & Produce Company, and had an interest in the hotel that was built on the northwest corner of the principal street crossing. Mr. J. W. Crabtree came up from Minnesota and started the bank. Somewhat later another bank was started. Charles D. Hathaway was one of the first business men to start in the new town. He was the grain buyer at the Atlantic Elevator, and was the first agent for the Salzer Lumber Company. Several other business houses were erected on Main Street. The Northrop Brothers, Lee and Frank, came up from Boynton in 1909 and started an implement store. Mr. Webb built the brick elevator in 1908.

The first boy born in Merricourt was the son of Louis Slosson, and Mr. Webb gave him a lot in town in honor of the event. Frances Nathaway was the first girl born there.

The people of Merricourt have always been interested in schools and education, and a good two-story school house was erected in 1909. The school has ranked high in the quality of work done. The town did not have a church building until 1925. Services were held in the homes for the first years. The people united their efforts and built a manse and hired a preacher, holding services in the school house after it was built. They always had Sunday School and a minister. Some other services were held in the halls with which the town was well provided before some bad fires. In 1925 a very neat and commodious church building was erected in the south part of town by the people of the community. This has been much apprec-

iated by the people, who have had the services of a good pastor and the help of the town people.

Walter Webb added to his homestead and pre-emption holdings by purchase and built up a large farm. His son, George T. Webb, was a small boy when the family came to this county, and he used to picket the oxen on the prairie in the old days of breaking; his people had no horses until later times. George Webb secured his education at the University of Minnesota, graduating from the law school of that University. He practiced law in Ellendale and served as State's Attorney of Dickey County; later he took over the management of the large farm, making it a real plantation for the growing of grain and the raising and feeding of live-stock. The father and he took active part in the business life of the town, having an interest in the brick elevator, in merchantile enterprises, and in the bank. Walter Webb built a beautiful California bungalow in Ellendale and made his home there until his death in 1925. George Webb served on several important commissions in North Dakota, and was employed to market the State Bonds in 1922. From his acquaintance in the East he was employed by the Brotherhood of Locomotive Engineer's Bank in Cleveland, Ohio, soon rose to be its Vice-President, and has proved himself adept in the business and soon rose to be its Vice-President, has proved himself adept in the business life of that city and in New York. The former holdings of the Merricourt farm have been disposed of with the exception of the old family home in Merricourt, and Mr. George Webb still has a controlling interest in the Bank there.

Considerable activity was revived around the town at the time the Soo Railroad was ballasting its roadbed. A gravel pit of generous size at the base of the hills west of the town was opened and a track built into it. Securing this pit cost the railroad expensive condemnation proceedings and considerable delay, and its operation transformed a part of the old Sweeney farm into a considerable hole in the ground.

Merricourt, like most western towns, had very insufficient protection from fire and has suffered much from these burnings, the last one being on the night of September 19th, 1927. This fire left the town short of store buildings for several months, when the store at Winship, South Dakota, was purchased, mounted on trucks and taken to Merricourt, a distance of over thirty miles. The town now has a very attractive little hotel, a good bank building and several good places of business.

Mr. J. O. Glenn was one of the prominent business men of Merricourt for many years, keeping a large general store on the east side of the main street. His store was lost in a fire, and for some years he and his family have been residents of Ellendale. Lee Northrop was identified with the town for many years, serving as cashier of the bank, a position also held for some time by Mr. H. C. Peek, whose homestead was in Hamburg township about four miles out of Merricourt. Lee Sullivan and his brother Warren

lived on the old Maly place, where the Manns kept the first postoffice, until Warren was married, when he built up a good place further east, which is now occupied by Frank Hollan (1929). Mr. Hollan is one of the substantial farmers. Mrs. George Chambers, who lives on the county line, is one of the Mann girls, and holds the distinction of being one of the few pioneers who still reside in the township.

In 1926 a state highway was graded into Merricourt from the south and was extended to the county line in 1927, where it connects with a road to Edgeley on the north and with a good highway east and west in LaMoure County.

CHAPTER XXXVII

THE TOWNSHIP OF NORTHWEST, 132-66

[The story of this township is gathered from the stories of Joe Hollan and August Hartman two of its earliest pioneers, men who have with their families seen the township from its very beginning to its present history, and from the records of early history in this region.]

TOWNSHIP 132-66 is located on the tableland of the Missouri Coteaus and was settled and organized later than many of its neighboring townships. In the Atlas of Dakota of 1886 it not only did not have a name but it was marked as unsurveyed. Since its excellent soil and fine grazing lands have become known it has received its just share of attention.

Joe Hollan had known the two Stephensons who had come up to Dakota from Kansas and homesteaded north of old Keystone. These men knew that Joe was intending to look over the new country and they invited him to come up and join them. He had visited at the Stephensons about a month at their place on the flat when he borrowed a team of them and drove up into the hills looking for land. This was about the 1st of July and the country looked beautiful. There was not a neighbor in sight and it was a rancher's paradise. He went to old Keystone and made a filing on his land before W. A. Caldwell, a notary. Shortly after this he put up a claim shanty of the customary size, 8 by 10 feet, and set up a stove and hung up some clothes, even going so far as to get some petticoats to make people think he had a wife to occupy the legal home. He went back to Sephenson's and hired out to them, staying until it froze up, when he went back to Kansas and gathered up some stock and supplies and shipped an emigrant car to Ellendale.

Mrs. Hollan stayed a few days longer in Kansas, then followed him to Ellendale, a bride of two weeks. Will Stephenson had a wagon and with the Hollans moved their outfit out to Stephenson's where they stayed until the grass came up when the Hollans went to their claim and put up a little barn. They had over thirty visitors that summer and had to use nail kegs and store boxes for furniture when company came. If they stayed over night, as they frequently did, the women stayed in the 8 by 10 house and the men bunked on the hay in the barn.

They had a pre-emption and a tree claim, and planned on living on the pre-emption for five years and then converting it into a homestead for another five years to stave off paying taxes as long as possible. Water was a problem, and Mr. Hollan dug seven wells before he finally found good water, at a depth of only fourteen feet. They used to haul water from a lake

a mile and a half away until they got the real well. There was also a surface well that supplied a little water. He broke five acres the first summer and five the next for trees. When he got the land subdued he sent to Kansas for boxelder seed and planted it and had some really fine trees.

For about five years Mr. Hollan ran a herd for the neighbors and made pretty good money. He charged five dollars a head for cows and two dollars for steers and the farmers brought and came after their own stock. The cattle did very well as there was limitless range and abundance of lake and spring water. He corralled his stock nights, and his herd never ran over a hundred and fifty head. When Mr. Hartman came and was prepared to run a herd Mr. Hollan turned the business over to him. During these first years, Hollan was building up his own herd in quantity and quality. There was any amount of prairie hay to put up but no labor-saving machinery such as the farmers have at present. They cut the grass, raked it into bunches and then hauled it on wagons and made stacks. About the first attempt at stacking with horses was to have a long bucking pole with a team hitched at each end to drag a quantity of hay up to the stack and slide it up on top on an inclined plane. It was not many years until the sweep rake and the stacker came into use. It was about ten years from the time that Mr. Hollan came into the country before the country was ruined for ranching. In those first years on the homestead he had no neighbor on the west clear to the Missouri river, so far as he knew, no one on the north so far as he traveled, and no one on the south till he got to the Jones place four miles away.

In those early years it was necessary for Mrs. Hollan to be entirely alone on the homestead for a week or more, caring for the herd while he was away with the team down in the valley threshing or helping some of the neighbors down there. There were months on end when she did not see a woman. She had some hard experiences. When the children were small it was not possible to take them all along to go any where so she was compelled to stay at home for months. If she got to Ellendale once a year she was lucky. They went down there once to have the family picture taken, starting at 3 A. M. and it was morning before they got back home.

Sometimes when she had to herd the cattle she would get lost with the herd and start driving them away from home instead of toward the corral. On one such occasion Mr. Hollan got home and hearing the cow bell far out on the prairie went out and found her on the pony doing her best to make them go in the direction she wanted them to go, but the cattle did not want to go away from home. One thing Mrs. Hollan did and of which she is justly proud was to help dig the well. She pulled up the dirt as Mr. Hollan dug it loose and put it in the bucket, and she lowered the stone for him to wall it up. There were twenty-three loads of these "nigger-heads" to be lowered into the well. The most they had when they came into the country was ambition.

The Hollans were so busy finishing a sod barn that first fall that they did not have time to cook. There were three days when they lived on rutabagas and milk. He made a trip to Ellendale and return, 70 miles, for supplies, to find when he got home that they had stored and forgotten a two bushel sack of corn meal which they had brought from Kansas. When they were snowed in some of the winters they would be out of groceries by March, but the meat and potatoes and garden stuff helped out. Their gardens were not always a success; it seemed too dry on the sod for things to grow well, although potatoes planted in the sod brought a good crop, and beans were sometimes successful, though other things languished. They had to go to Merricourt for their mail, and they could get coffee, sugar and tobacco there but no groceries.

It was through Hollan and his marriage to Hartman's sister that August Hartman came up from Kansas about 1892 to the new country. There was the mother, Mrs. Hartman, and the smaller Hartman children. They landed in Edgeley and Joe Hollan met them there and took them out to his place in the hills. Joe Hartman came with the car of emigrant goods and they unloaded at Edgeley and hauled their goods out. A man by the name of Blanford had located in the northwest part of the county by 1888, and a man named Jones was located south of Hartman's. Jones had forty or fifty head of cattle on his place and Blanford was also a rancher. They pulled out as soon as the settlers came in. Jones said he did not want any neighbors but would rather be a hundred miles from civilization. Adams' brother worked winters for Jones, who was living in a stone house whose walls were so cold that it was difficult to keep warm.

The Hartmans stayed with Joe Hollan that first summer helping him and getting acquainted with the country and the ways. The mother got a claim and they lived on it two years, but as they could not get any water on it they proved it up as a pre-emption and located another claim where they have since lived. The Hartman's used to run a herd during the summer months from the farms down on the flats. August ran a herd for several years getting \$1.10 a head for the season, and he had to call for the cattle and deliver them at that price. They lost several head of cattle by rustlers and that season Wirch lost several head. Joe Hollan lost \$800.00 worth of good beef cattle that summer. Reams of Monango followed one bunch of fifty head of cattle to Jamestown and recovered them. The Soo Railroad was building through to Kulm that summer and Mr. Hartman thinks some of the meat may have gone to the grading camps along the railroad. A firm in Kulm was furnishing meat for the contractors, but some of that was paid for and there was a good market for beef cattle.

John Mouldenhour was the first Russian to locate in the northwest part of the county. He went to Ellendale and got his location from some one there and then came back and located about two miles north of Hollan's. Samuel Schnickner was the second to locate. He was a fine type of man and

well liked and respected by the people generally. These families had landed somewhere in South Dakota and stayed over winter with relatives before they came to Dickey County.

They had school as soon as they had pupils for the required number. The first school was held in the Hollan house. This was in 1899, when they had a three months term in the house, with three Hollan children and three of Joe Hartman's. There were no churches but services were held in the homes at times when preachers came around. These were also held in school houses for several years. They used the Hollan house for several years and then bought an abandoned claim shack and used it for some time before a regular school house was built.

The township was a part of the large town of Merricourt for many years. This large township was divided for school purposes by cutting off the congressional townships to make a district of each. The township of Potsdam on the east was separated for governmental purposes and Merricourt consisted of the two townships in ranges 65 and 66. The school district was named Hollan from the first settler and first family to send children to school and some time later the civil township was created with its own territory and was named Northwest.

The people who tamed its prairie have lived to see a thriving town grow up just over the county line to the north, where the mail comes and where the community interests center. Good roads have been built and a highway runs through the township two miles from the west line, and while this township is farthest from the county seat and its trading point is in another county the people of Northwest are Dickey County citizens in the fullest sense of the word. The two pioneer families are still found in the community and have fine country places fully justifying the faith they had in the county when they saw it in its untamed days.

Among the many fine homes in Northwest Township we have room to mention only a few. John A. Flegel, Christ Gummack, Gotfried and Albert Heck, F. W. Hildebrand, and J. J. Muller, have established themselves in such a substantial manner that we may be sure their descendents will be found living there in future generations.

CHAPTER XXXVIII

THE TOWNSHIP OF POTSDAM, 132-64

[The story of Potsdam is based upon interviews with people who knew the township in the early days, and considerable information has been obtained from the Illustrated Annual and County Directory for 1886, published by the Ellendale Commercial.]

POTSDAM TOWNSHIP is located in the extreme northern part of the county and is surrounded by townships with which its early history is closely connected. Land seekers from Ellendale and Keystone looked over its land offerings and after filing they looked to these other towns for trading headquarters. The township was unnamed in the official atlas of the county in 1886, although the survey had been completed some time before this.

The directory of its land owners in 1886 gives the following names:

George Bradford	Addison Freeman	Patrick O'Connover
Frank Bradford	J. C. Gamble	Albert Peterson
Joseph Bradford	D. L. Kelly	J. J. Schmidt
H. B. Chilson	Matt Kelly	Nicholas Schmidt
Daniel Chilson	B. W. Knox	J. Thornburg
W. M. Cook	Viola Knox	Frank Stephenson
E. Curtts	D. Kuvus	A. R. Stevenson
Wm. B. Dean	J. W. Jork	Wm. Webb
J. M. Devain	J. E. McKee	R. W. Webb
Robert Dean	John D. Noval	M. Young
L. M. Freeman	Frank Noyes	John Freeman

J. G. Hyde also had a claim in this township. He was with M. M. Cook on the expedition to pick up bones when the site of the Whitestone battlefield was discovered. He tells of finding several relics of the battle and especially of a pair of military boots in a fair state of preservation after the number of years that had elapsed. In the early days Mr. Hyde left the township and has since resided in the city of Lisbon.

The Michigan colony that came out to the Merricourt country was just at the corner of this township on the southwest. The interests of these people in that corner of the township were the same as those of the township west. For trading purposes and social affairs and in politics they all looked to Merricourt as their town. For a number of years the organization for governmental purposes was a township extending eighteen miles east and west, known as Merricourt Township. The range line meant no more division than any other section line.

Mr. Richard Webb established his home on the southwest of Section 30 and built up a good sized farm. Later he removed his family to Ellendale where he gave his children Arthur and Irene a good education in the State Manual Training School. The home farm was operated for some years by the son, Arthur, an enterprising and well trained mechanic and business man who applied business principles to his farming. While not advertising any model farm he maintained an excellent example of what good judgment, trained ability, and hard work could accomplish in making a real home and a self-supporting business on the land. His wife was Florence Van Meter, who like her husband was trained in the technical knowledge of a Home Economics course at the State School. Mrs. Webb died in 1918 and a few years after that the farm was sold and the family of Richard Webb, including Arthur and Irene located in California. The farm came back on default of payment but has been managed by local parties. Arthur Webb has found his technical training very useful in the new location.

The Glenn family came into possession of Section 31 and Mr. C. M. Glenn built up a fine country place just at the extension of the road east from Merricourt. An artistic sign over the driveway to the house told the passing traveler that this place was Glendale. When advancing years made it difficult for Mr. Glenn to carry on the farm work, his son Charles and his wife, Elsie Bailey Glenn from Richland County, took charge of the home farm and for several years carried on the work of the father. The home was not only one of beauty from without but exemplified the beauty and worth of the typical American home of the better class. In the time of good prices at the close of the World War Glendale was sold and the Glenn family went west.

Many of the old established places in Potsdam were bought by newcomers of German stock. These people are hard workers and are getting out of debt. They maintain a community life in the township and have a Lutheran church near the center of the township. It is quite the practice for the young minister of this church to serve also as the public school teacher in the upper room of the two-room school which is located near the church.

The Milwaukee railroad built across the northeast part of the township in 1886 and established a siding which was named Potsdam, and an elevator has been built and maintained at this siding. At the time of the World War somebody seemed to object to the name of this siding and the railroad people changed the name from Potsdam to Potts. In 1891 the Soo Line built on to Merricourt and crossed Section 30 just at the side of Glendale farm.

As a mark of good progress in recent years two new school houses for the public schools have been built in Potsdam Township, these being the best type of the modern rural school house for one teacher.

CHAPTER XXXIX

LORRAINE AND FORBES, 129-65

[The authorities for this account are the stories of George H. Ladd, G. F. Ladd, Mrs. G. F. Ladd, Katherine Hart Weber, Olaf Johnson, A. S. Marshall, James Hart and personal interviews with the pioneers.]



The Big Elm

Photo by Robert Krause, Jr., July, 1919. In the picture are Mr. and Mrs. Robert Krause, Sr., Mr. and Mrs. Church and Miss Church, all of Fullerton.

THE territory of Lorraine Township lies mostly on the plains, with a rich black soil, but with its western side reaching up into the hills to include the eastern parts of the gulches made by the drainage from the coteaus. Weber Gulch is just within the state. A little north of that is Orm's Gulch, which originally was filled with a stand of timber of the trees native to the region. A little further north are Harts Gulch and McGlynn's or Johnson's Gulch which had the celebrated large elm tree. These gulches afforded playgrounds for the people and greatly relieved the monotony of the nearby plains. While Dead Horse Gulch was over the line into what is now South Dakota, in the early days there was no such boundary. This was named from a heap of horse bones which were found there by the pioneers when they came in the early eighties. The bones were in the bottom of the gulch and not very far from its head in the coteau. The bones were all grouped together as if the animals had been killed rather than having died of natural causes. A man knowing the Indian

custom of killing their horses on the grave of a prominent member of the band, undertook to find the body of the dead Indian. A shallow excavation near the bones uncovered the body of an Indian wrapped in a beaded blanket the fabric of which had decayed, and only enough remained to identify it as a blanket. There was a large quantity of beads in the grave, also a razor and shears, some say a pailful of trinkets.

The other Indian marking was a large burial place up on the high ground south of the Hart Gulch. The graves were all covered with stones, and the place of burial was 580 feet above the plain to the east. The old government road to Fort Yates passed over the southwest corner of this township, and along it in the early days of settlement bands of friendly Indians passed. Also the Red River carts with their squeaky axles helped to wear the grooves a little deeper into the sod.

In Hart's Gulch, on the southwest quarter of Section 19, there were the remains of an old fort, or of an old cellar hole which was old and grass grown in the days when the Harts came out to their ranch. It had evidently been there many years and no one knows who built it or used it. When it was first explored in 1883 it was a log pen about twenty feet square built of sound oak logs. There were no indications of there ever having been a roof, but that might have been of light poles or brush and may have blown away. There was an opening to the south where a door might have been. The logs were probably laid up from the level ground; then a trench was dug out on the inside about two feet wide and three feet deep and the earth placed on the outside of the wall. There was a layer of stone next the logs and the dirt piled up against it to a height of two or three feet. About on the level with the top of the earth banking was an opening between logs through which weapons could have been used. This building stood on a slight rise on the eastern slope of the coteau, and was about two hundred fifty feet north of the Hart Gulch and two hundred yards from the ravine to the north.

On the bank of the Hart Gulch, a little west of the straight line to the south of the old fort is a semi-circular trench measuring about fifteen feet from tip to tip and about five feet deep from the chord to the outer rim. This trench was made by digging the earth out from the inside and throwing it out to form a bank in front of a retaining wall of stones. These stones have tumbled down, the earth has fallen in and become grass grown. The trench overlooks the Hart Gulch and covers it for some distance and also protects the stream which runs down the ravine from the spring. The whole place may be the remains of an old trading post, or it may have marked the place where some white people had to make a stand against a band of Indians.

Orville Childs Hart was the first settler in this region. He was a man who liked to hunt and trap, and frontiers had no terror for him. Two of his sons had been out on this part of the hills for a hunt, and had been well pleased with the beautiful gully and springs and the timber in the moist places. The older people had come out in July and established their residence in a tent. Mr. Hart was a good stock man and brought out some fine stock, a band of sheep and his poultry. He knew where he was going so brought all his belongings with him when he came. He lost fifty of his sheep in a prairie fire a little later. The oxen and horses wore out their feet on

this trip with the loads and it was winter before they recovered.

Late in the fall it was discovered by some of the younger members of the family who were living at Ordway that the old people were still living in a tent on the ranch, and that winter was coming on and they were not prepared for it. Mr. James Hart loaded up a load of lumber at Ordway and hauled it out to the ranch and helped build a house for them. Then thinking that some one should be out there to take care of them it was decided for the James Hart family to move out too. It had been originally planned that they should stay in Ordway so that the children could be in school, but this was changed and all went out to the ranch for the winter and all lived together in one house. This house was 12 by 14 with a lean-to on the west side. Katherine Hart (Weber) helped put the siding on that part of the house. They had built two dug-out barns in the bank, covering them with branches of trees and hay, so that the people and the stock were comfortable. They had located way up the ravine at a fine spring and in the shelter of the timber. There was no lack of fuel and Mr. Hart drew out a big pile of timber onto the flats where he proposed to take a homestead.

It is an actual fact that they had the mail only twice that winter. It came by way of Ellendale and was brought out by their neighbor, Peder Johnson, who lived in the "Big Elm" gulch. The mail was brought out in a two bushel sack and it filled the sack full. Mr. Johnson brought it over on his shoulder from his place a mile or two away. They did not get their Christmas presents until March 6th. Relatives in Minnesota had sent them boxes and they were two months past due. They remember having a fine time that winter. There were musical instruments in the house and they were kept in use.

They did not get out to visit much as they had only two neighbors, the Charles Johnson family and the Webers. Nels B. Nelson, an old neighbor from Minnesota came out to visit them that winter. He walked out alone from Ordway and stayed two weeks. It was quite an incident to hear his rap at the door one night, as they were not expecting visitors. Mr. Nelson made a fine sled for the children and cleared off a long slide on one of the hills where the sled would run down and out onto the ice from the spring. It was a fine open winter, with only one or two days when the weather was severe enough to keep the children indoors.

The Weber family came up from Aberdeen in the summer of 1883 and located in the township to the south. This placed them in South Dakota on the division of the territory, but they have always been identified with the people of Lorraine. Charles Johnson located out at the foot of the hills in 1883, taking the northeast of Section 8, 129-65. He had been out the fall before and located the claim and went back for his family. He was from Dunn County, Wisconsin, and had been in Dickey County about two months on his first visit while here he put in his time looking over the country and building claim shacks for the settlers—Wilson, Dahl and some others. He

used to tell about taking a load of lumber out from Ellendale with a wagon and yoke of oxen, driving to where there was vacant land, where he would put up a shack and then sell it to some land seeker. Johnson came at a time when he could find land nearer Ellendale, but he and his friends wanted to be together and they thought the land was of better quality out by the hills.

Olaf Johnson, the son, came out and joined his father's family in 1883. The father bought a piece of land near Ellendale and farmed there for many years. They all had to work hard for a living. They put in 300 acres of wheat one year and threshed 300 bushels of wheat. Threshing wages were \$1.50 and they worked at that as long as they found opportunity. When the farm no longer paid the family went out and started a cattle ranch at the edge of the hills. Olaf Johnson married Louise Anderson, whom he met in Ellendale, and located near the mouth of the "Big Elm" gulch where he ranched for about eight years. He then bought the northeast of Section 15 and lived there the remainder of his life, dying in 1928.

The Lynde family located in the early days in the south part of the township, and George Lynde is still living there (1928.) Ralph Lynde, another of the boys, farmed on the old location until 1911 when he removed with his family to Ellendale. Roy Lynde took a thorough course in medicine at the University of Minnesota and has been a practicing physician in Ellendale for a number of years. He now has his younger brother Guy associated with him in the automobile business in Ellendale, where one of his competing garages is operated by his brother Ralph and Nephew Llewellyn. The sister is Mrs. Will Phillips of Elm Township.

Mr. George H. Keyes came up from Wisconsin with a party that was headed for Yorktown, but on reaching Ellendale Mr. Keyes decided that he preferred the country to the west and chose a location in Lorraine rather than going to the Yorktown territory. He built up a fine place and was a very active member of the community until he was elected to a county office, when he removed to Ellendale and has kept his home there since that time. He has been connected with the Baldwin Corporation for many years. His son, Norman is still (1928) living in the township near the old pioneer home. Among the other "old timers" may be named George Haggerty (later in Ellendale) Will Shoemaker, Ed Shoemaker, Ed. Mattick, Harry Weaver and Fred Countryman.

A family by the name of White located in the southwest part of the township and built up a large stock farm. This farm is now managed by Mr. Dewey Beaver, whose father was one of the pioneers of the Monango neighborhood. Among the other old timers was the family of James J. Hunt whose son Don is still in the township. Mr. Wickham and two or three McDonald brothers will also be remembered. One of the later comers was Mr. A. S. Marshall, who came in 1903. He was able to buy up a contested homestead and get a title in that way. He lived on the original homestead for seven years, then bought a farm nearer the new town of Forbes.

For the first four or five years he spent much of his time in building roads and teaching school. During the hard winter of 1906-07 he was teaching a school half a mile to the north of his home, and his place was drifted out of sight that time. As he was young and strong he did not mind the hardships. Like others of his neighborhood he had some financial straits but he thinks no more than others. He has represented his county in the State Legislature several times and is the only man to be elected senator the second time. He has a splendid stock farm, and has given his children an excellent education.

It was some time after settlement before the people had regular mail service. At first any neighbor who was in Ellendale would bring out the mail, then they got to leaving it at the home of some settler. The government estab-



Early Threshing Scene Near Riley Lake

lished a postoffice at a farm house, then the service was moved to another place and was discontinued for a time in 1897. Soon after this a regular office was established and Theodore Grey was postmaster at his house. The mail was brought by the mail stage from Ellendale to Ashley. When Forbes was started this postoffice of Lorraine was discontinued.

The agreement between James J. Hill and the Milwaukee Railroad, in which Hill was not to build a line west of the Milwaukee for twenty years, expired in 1905, and Mr. Hill remembered his early impressions of the country in the western part of the county and his personal scouting for his railroad. But by this time the Soo Line had built on to Bismarck and to Ashley and Pollock so there was not the incentive to build any long extension. Appreciating the possibilities of the country in western Dickey and in McPherson County across the state line he built an extension to the west of Ellendale for fourteen miles stopping just north of the state line.

At this place a town was established in the center of a rich farming region and near enough to the hill country to make it a good shipping point for live stock. It is eighteen miles by trail to Ellendale, twenty miles to Fredrick, twenty-two miles to Leola and twenty miles to Merricourt.

A townsite was platted on the northwest forty of the southeast quarter of Section 35 of 129-65. Although the railroad ran west southwest the streets were surveyed by the compass rather than diagonally. In the original townsite there were 18 blocks, not all complete, and soon after this Ladd's addition was platted and added to include the remainder of the quarter section north of the railroad, and also Johnson's and Smith's Additions to include the territory south of the track to the state line. The streets running east and west were named First, Second, Third and Fourth Avenues. The center street running north and south was named Main Street and had lots twenty-five feet wide along it for two blocks, and Second Avenue for two blocks east and west of Main Street had lots twenty-five feet wide, in this way locating the business section on two streets. West of Main Street there were Ramsey, Lewis, Clark streets and east there were Sibley, Park, and Dakota.

G. F. Ladd had come to Hudson with his father in 1883, and when that town was moved he went to farming in Hudson Township. In 1897 he stopped farming and went into the railway mail service out of Minneapolis. In September, 1905, he went out to the new town at the end of the Great Northern extension. The Ladds decided to start a store in Forbes and were anxious to get the enterprise started as soon as possible. The track was not yet laid from Ellendale, so the lumber had to be hauled out with teams. By the time the store was completed the trains were beginning to run and their supplies were shipped in, in December of that year. However, R. E. Sager had completed his store building and was actually selling goods sooner than the Ladds. Mr. Sager was in business for several years and then went to farming a short distance out of Forbes. The Ladds were in the store business until 1914. Mr. Geo. Ladd was the first postmaster.

The winter of 1905-06 was bad on account of the snow. The Ladds tried to drive to Ellendale on the track one day but the snow was too deep. They broke the whippetrees of the sleigh and had to give up the trip. The first grain elevator was built the same winter the railroad was built, but on account of so much snow the trains were uncertain and the lumber for the elevator was brought out by team from Ellendale.

There have been two newspapers in Forbes but both have been moved to Ellendale. One of these was the Forbes Republican and was a sort of a community affair, as the money was raised among the business men and they hired a man to run it for them. This paper later bought out the Forbes Times, and then the Farmers Sentinel took over the business of both. The Sentinel was started by a stock company of the farmers and business men, and later was moved to Ellendale.

Forbes was so close to the state line that the saloon people, when South Dakota permitted saloons, located just across the South Dakota line and did business. Some of the North Dakota people would patronize the saloons and sometimes trouble would brew. The town authorities had no control of business in another state, but on the whole the Forbes community was very orderly, and in a few years the saloons had to go out of business.

Fred McCartney came over from Oakes and started the first bank. The Farmers and Merchants Bank was organized and bought out McCartney. Later two banks were in business but the Farmers Bank consolidated with the Forbes State Bank and the one bank is now (1929) serving the community, although there are two very good brick bank buildings just at the center of the business section.

A Presbyterian church was built in the early days, also a Catholic church was built in the east part of town. In 1926 a group of Lutherans built a neat church building in the southwest part of town, and three church services were regularly held in 1928; the Presbyterian and the Lutheran churches being supplied by pastors from Ellendale.

A good substantial school building of brick was erected in 1910 and a five room school is conducted by a competent staff of teachers. For several years there was a feeling on the part of some of the residents of the school district that those who could not send their children to the Forbes School should not have to pay the extra taxes for its support, so in 1922 a petition was presented to the County Commissioners and the County Superintendent to divide the district. This petition was granted on July 8th, 1922 to take effect at once. The new district including the north half of the township was named Slope District and was numbered 34. The arbitration on division of property was made in August of that year and since then there have been two school districts in the township.

Mr. Sager's store was burned, but a good brick block was built on the same site. A stock company was organized and the upper story was built by this company and is known as Forbes Society Hall. There are four fraternal orders who have lodge room in the building and their public hall is known as the Opera House. Many of the residents of Forbes and Lorraine are members of the Elm Community Club and for their social gatherings go to the Community House in Elm Township.

Mr. Ole Delager was one of the first business men of Forbes and after some years of partnership with Mr. Sager he now has a store of his own on Second Street. The Kingery family was also one of the first in town, and Mrs. Kingery is now (1928) the postmaster, having the office in the Drug Store. The Sager store is now in the hands of the Forbes Co-operative Company and the store is managed by John Martin, a young man who is making good in his chosen work. The Forbes Hardware Company is now owned and managed by Mr. and Mrs. S. O. Henderson. Handleman & Netzke have a large general store. Jack Barrett is another old resident, who

is now janitor of the city schools having turned the poolhall over to a younger man. A harness shop, two garages, McGannon's restaurant, the Thompson Yards for lumber, two blacksmith shops, a good machine shop, three grain elevators, a barber shop and two cream stations show that the community of fifty families, and a prosperous region in the two counties in different states are well supplied by business houses. Mr. F. A. Mizen has been the agent at the Great Northern for a number of years and transacts a good sized business for the railroad in the shipping of grain and the many loads of fine cattle raised in the community.

A good county highway runs north to Merricourt and Edgeley and connects with a highway to Leola and other towns in South Dakota. A great territory is served by rural delivery routes out of Forbes Postoffice.

CHAPTER XL

ALBERTHA TOWNSHIP, 129-66

[For this chapter the society is indebted to T. R. Shimmin who is one of its earliest pioneers, and who from his own memory and that of his old neighbors has given the facts of the story.]

ALBERTHA Township lies in the southwest corner of Dickey County entirely within the hills, and for that reason is one of the most interesting places from the geological standpoint in the county. A hilly country with its mysterious gorges, its pretty dells of native bush and its bold outlooks from the higher hills is always the place of romantic tradition and mystic interest. The stories written by the finger of nature in the landscape, the markings left by the redman, and the experience of the white people who have lived in its borders all testify that Albertha has proved itself a typical hill country of tradition and interest.

Away back in the days of the ice age the Altemont Moraine was spread over the land where Albertha township is located. This great land mark on the western edge of the ice sheet seems to have reserved some of its most intricate cunning in design and markings for this part of the country. Over this moraine from the northeast came another sweep of waters and ice to reach the northwest part of the township with immense beds of the finest kind of gravel every pebble nicely smoothed and rounded by the polishing mill of the glacier. Great ice cakes wrote their story on the hills and melting left many lakes so characteristic of glacier regions. High hills lift their heads to twenty-two hundred feet above sea-level to look down into narrow wooded ravines and many little brooks starting their journey to the sea.

As ever, Nature was kind in its endowment of these hills with an abundant supply of spring water. Native trees of Bur Oak, Green Ash, Elm, Box Elder, River Willow, Sand Willow, White Willow, Fishpole Willow, Quaking Asp, were found in the township, and then Mother Nature to make the measure complete put in one red cedar tree. Wild flowers were scattered over the land from tiny little ones of all colors to the big Plums, Cherries, June Berries and Hawthorne that make such a splash of color at different seasons of the year. The animal life from the field mouse to the antelope and the buffalo abounded.

Into this place in the long unrecorded past came people of whom we know little except that they knew how to build mounds, but whether as altars for worship and burial places for their dead, or for some purpose connected with their dwellings, we know not. There are many mounds found

in this township but so far they have kept their secret from the inquisitive white man. These early comers may have been ancestors or forerunners of an Indian or they may have been of a different race.

That the Indian lived in the territory of the township is shown in stories that can easily be read. The numerous tepee rings that are found all over the land show that these parts were frequented by Indians. On many of the hills there are piles of stone that have been put up by the hands of man. Near these lookouts were found other little groups of stones arranged in the direction of the water springs, perhaps indicating that the Indians were periodic visitors and had left these indications to guide themselves or others to fresh water. The relative distance to the spring was indicated by the distance of the guide mound.

There is evidence that white people were across this region before it was settled. The old military road from the Big Stone Lake and Fort Sisseton across to Fort Yates on the Missouri entered the township on Section 36 and passed across to the north of west to the middle of Section 18 was used by many government trains and paved the way for early settlers to come into the hills by giving them a well worn trail to follow. Some burned wagon irons on the northwest part of Section 26 are mute evidence of some trouble; probably a party were surprised by a hostile attack and burned their wagons to keep them from falling into the hands of the enemy, or perhaps a party was massacred and their outfit burned by the captors who had no means of taking their plunder away with them. The true story will ever remain a sealed book, or at least until some hidden evidence to account for the finding of such things in a country where no white people had lived before is found.

The preliminary survey of the Dakota Midland Railroad crossed this township from the northeast corner of Section 13 to the northwest corner of Section 7. James J. Hill with a survey party looked over the region carefully. The first mail route to Hoskins Lake and Bismarck crossed to the south of Shimmin's Lake and the second route came into the township from the northeast corner and entered the former route in Section 5. The little family cemetery for the Weber family in the southeast corner of Section 36 has been a landmark, also the church on the southeast corner of Section 30.

The first settlement in the township was made in the spring of 1882 by Orville Childs Hart, who together with his family and that of his son James, moved to Dakota Territory from Lake Lillian, Minnesota. He built a rude cabin in one of the gulches still known as Hart Gulch, and lived there until his death in 1896. Three granddaughters and a grandson with a number of grandchildren still live in the county, but none are now in the township. Thomas R. Shimmin and Peder Johnson also came in the spring of 1882, Mr. Shimmin coming from Lancaster, Wisconsin, and Mr. Johnson from Minnesota.

Peder Johnson and his wife built their cabin in the gulch under the

Big Elm, said to be the largest elm tree in Dakota. This tree had been used as a burial place by the Indians and was filled with bleached skeletons. The bones rattled down upon the roof of the cabin during wind storms and frightened Mrs. Johnson, until at last her husband and Mr. Shimmin climbed up and pulled them all down; later burying them. Many buffalo bones were found around the tree and were picked up and sold. This picking up buffalo bones was an important means of earning money during the early days, as the sugar refineries back east were glad to get them. Bones covered the prairie in all directions and were easily gathered by those who were fortunate enough to have a team, especially after a prairie fire had burned away the grass. They were hauled twenty-two miles to Ellendale and sold for cash at twelve dollars a ton.

Mr. T. R. Shimmin did not permanently locate until April 26th, 1883, when he built his shanty on the homestead where the family still lives in a fine farm home which later replaced the earlier buildings. Mr. Shimmin is a man much interested in historical matters and in the collection of historical material for his county and state. His wide travels have resulted in a splendid collection of specimens, enough to stock the fine museum which his home maintains and to send to other collections. He has sent many to the Smithsonian Institute, for considerable of his traveling was done for them. At the time of his location his home was the farthest west settlement in the county, and the last permanent one between there and the Missouri River ninety miles away. There were, however, two temporary shanties belonging to trappers on Beaver Creek about half way to the river.

Others of the old settlers of Albertha that will be remembered are; Mark Hambrook on Section 5, John Kosel his neighbor, James Mosher, John, Jacob and Chris Wolff in the southwest corner of the township, Jacob Rau, Christ Traagesund (known as Ole Olson), George Filvie, Harding Parks, Wm. Burnett, R. McKinney, the McCabe family, Ed Wicks, a Mr. Heller, and several others. E. M. Saunders and his brother C. L. Saunders came out from Ellendale Township and have built up good cattle farms.

One day when Mr. Shimmin happened to be in Ellendale when Mr. M. M. Cook brought in a load of bones which had been gathered near the site of Whitestone Battlefield, which had not been discovered until then. He says, "Mr. Cook's description of the place interested me so much that I rode my pony up there the next day. It surely did look as if there had been quite a scrap for the dry grass had been burned off a short time before so that the skeletons and other bones and material could be seen very plainly." He picked up what he could carry on the pony and has the articles for the Dickey County Historical Society.

The settlers endured many hardships those first few years, for most of them were poor and unable to buy stock or implements. Many had to carry their food supplies on their backs from Ellendale more than twenty miles

away. This difficulty in obtaining new supplies of feed led them to prepare a large supply of meat in the fall. Barrels of wild duck, geese, and other wild fowl usually made up the supply.

In a few years the settlers were able to buy some stock and implements. Teams were frequently made up of oxen, a horse and an ox, a horse and a cow, or other combinations. The first instrument to be purchased was a plow with which the prairie sod was broken and farming began. The first grains were gathered through the use of the sickle and were threshed by the flail or by trampling it out on the ground by driving horses or cattle over it. It was then winnowed by allowing the prairie winds to blow away the chaff. On account of the abundant feed and water the settlers got to raising cattle and it has always been a good stock country.

Prairie fires were a great menace to the early settlers, for sometimes the entire supply of forage for the stock would be destroyed. This would result in great loss which could not be replaced by the poor settlers except by hard labor. Sometimes even the stock was burned. Fires would be set by careless people, or bone pickers would burn off the grass so that they could find the bones more readily. The losses caused by fire led to the custom of making fire breaks every fall. Strips of land a rod or so wide would be plowed entirely around the buildings. Usually there were two strips separated by a narrow piece of land which was burned off as a further means of protection. Then as the township became more settled each settler would make part of a fire break on a system of firebreaks to protect the whole neighborhood or township and thus save the feed for the stock, and the homes of the settlers. Mr. Shimmin tells of one experience with a prairie fire. "I remember one fire that came from the west that looked as if it would burn all I had that could burn. I had plowed a fire-break around the shack, hay stacks and stable, but this fire came with such a strong wind that it crossed the fire-break, or was carried over the firebreak by dry cow chips or rolling weeds. It crossed close to a stack of hay. If it had set fire to the stack of hay it would have burnt all I had. I was fighting as hard as a person possibly could, but the fire was winning the fight, when I heard somebody yell. I looked up and then saw a team of horses hitched to a buggy with two men in it coming through the fire and smoke on the dead run. As they neared me the team slowed up and one of the men sprang out of the buggy, pulled off his fur coat and came to my help, using his coat to beat out the fire, as the fire was so near the hay stack that he had no time to get anything else to fight with; seconds counted then. The other man unhitched the tugs of the team and came to our help. With their help we saved the place. It was late at night before we considered it safe to go to the shack and get something to eat. Those were the days of the flapjack, and the man of the fur coat volunteered to make them while I cooked the wild ducks and set the table. In honor of my guests I, of course, had to wash the dishes first. We had duck and pancakes straight, or sometimes varied by serving pan-

cakes and ducks. After breakfast next morning they went on toward the west. A year or two afterwards, I was in Ellendale one day during a term of court. I went into the courtroom, there was the man of the fur coat. He was District Judge of this district (Judge Rose.) Such was the kind of men in those early days."

The first houses were made of sod or clay which had been baked in the sun. The roofs were thatched, or covered with clay and then a mortar of clay was spread over and smoothed down to make it waterproof. Lumber was hard to get and there were few native trees except in the gulches and around some of the lakes. People were twenty or more miles from a railroad, even if they had teams to haul the lumber so far. Money, however, was scarce and lumber high-priced, so almost none was used in the construction of buildings. Remains of sod houses may yet be seen in various places. Prosperity and property have come to the settlers now and neat frame buildings take the place of the sod huts which are now used as vegetable cellars or allowed to fall into ruin. The township raises much stock and is a great dairy country. Little is left to remind the stranger of the early pioneer days, but their memory still lingers in the minds of many of the inhabitants.

The question of where to get fuel was a hard one to answer in those days. There was some timber in the gulches and around the lakes that could be cut, but the settler for the most part had to depend on buffalo or cow chips, sometimes called prairie oxalene. If these failed he cut grass, twisted it into a hard knot, and burned that for fuel. The settlers used to say that a man could warm up twice and cook once with the hay; once when he cut it with a scythe, and again when he twisted it into knots getting ready to cook. Later a drum could be bought made of sheet steel or iron. It was open at one end and could be taken out to the hay or straw stack to be filled. A lid of the stove was then taken off, the drum placed over it and the hay allowed to burn. There were no smoke-proof outfits in those days, but there was one advantage about using that kind of fuel, for no other kind of carpet was needed.

A number of people were lost on the trackless prairies in the early days, and the following is an instance that came under Mr. Shimmin's observation. "One evening in early fall I was outside the shack when I thought I heard someone call a mile to the southwest. I listened for a few minutes and the sound could be heard no longer. As the stage road was in that direction I thought it must be some one on the road. A short time afterwards, being outside the shack, I heard the sound again, then the thought struck me that someone must be lost. It did not seem possible though, as the night was clear and the stars were shining brightly. I fired the rifle but got no answer. It sounded as though some one was repeating the same words over and over again, but the party was so far away I could not hear what he was saying. I started over to see what the trouble could be and met a man slowly running along and calling, 'Bayse, Bayse, Bayse.' I spoke to him but he appeared

not to hear and kept on his slow run singing his little song of Bayse, Bayse, Bayse. The man was a stranger and I saw that he was lost and out of his head. I took hold of him and he fought like a wildcat, but was so exhausted that I soon got control and made him go with me to the shack. Then I made him lie down on the bunk and he kept singing his little song of Bayse. I started to get some grub ready and while doing so the man went to sleep and did not awaken until about noon of the next day. He was then all right and told me he had started from Ellendale to go to Bayse's by following the stage road, (Bayse was my neighbor eight miles west)."

The big blizzard of January 12th, 1888, struck Albertha and the following is the account given by Mr. Shimmin. "It was the first big blizzard I had ever seen. Mark Hambrook was batching with me that winter and when we went out of the shack that morning we noticed that the lake was covered with what looked like steam coming from the cracks in the ice. We had never seen it look like that before. When we went to open the gate into the hay stacks there was so much electricity on the wires that it gave us a distinct shock. There was no wind and the steam from the lake and smoke from the stove went straight up. I do not know how cold it was as I had no thermometer, but there was something in the feel of the atmosphere that made us think something was not right with the weather, though the sun was shining brightly and not a cloud was to be seen in the sky. We took care of the stock as soon as possible, then started back to the house but stopped to look around at the mist on the lake, when in the northwest there appeared to be what looked like a bank of mist coming toward us. We watched it and saw that it was coming fast and when it was a short distance away we went into the shack. A moment later the wind was blowing a hurricane and instead of mist the air was almost solid with snow as there was almost a foot of loose snow on the ground. Before coming to this territory we had heard all kinds of stories about blizzards and we thought, "Now we will see what a real blizzard is like." But we didn't have much chance to see for in a few minutes both the windows and the door of the shack were so drifted over with snow that we could not see outside. We could hear the wind blow and were well content to hear it if not to see it and I still think it was the real thing. During the night the wind went down and we opened the door and found a snowdrift that entirely covered it. We had a shovel in the shack so dug a hole on an upslant pulling the snow inside the shack and so got out. What a sight there was! The snowdrift was to the top of the roof and ran to the southeast nearly fifty rods coming to a sharp point with hard packed ice. Fence posts had ice from top to bottom that extended four or five feet out and came to a sharp edge. The hubs of a wagon that was standing sideways to the wind had icicles that started at the hub, were several feet in length and came to a point.

"We considered that we had come through the blizzard in good shape, as the stock was all right; but in a few days learned that others had not been

so fortunate. That night before the storm two men had stopped at a house a mile and a half northwest of mine and had started out a short time before the storm broke, headed for Hoskins Lake in McIntosh County. They had a team and sled and had gone only a mile or two when the storm struck. They tried to go back to the house they had left such a short time before but could make the team do nothing but drift with the storm. They had gone but a short distance with it when the team got stuck in a deep snow-drift so they abandoned them and drifted with the storm. They struck Leola after drifting over thirty miles, and with the exception of frosted toes and fingers pulled through all right. We found the team and outfit next spring after the snow had melted away. That was the only loss in the township as far as is known, but there were not many people here then."

When this township first had an organization for civil government it was a part of a township twelve miles square which was called Spring Valley. It was organized as a separate township on June 7th, 1909, and at that time it received, by approval of the County Commissioners, its present name. The name originated in an interesting way. Shortly before the postoffice was to be named Miss Bertha Dickie began the first term of school in the district and boarded at the home of Mr. Shimmin. Allen Dodge Town or Al Town as he was usually called, a young poet with the wanderlust in his blood, was spending the summer in the west and also stayed at the Shimmin home where he incidentally courted Miss Dickie. One Sunday a number of the people of the neighborhood happened to be gathered at the Shimmin home and began to discuss a fit name for the postoffice, as it was to be decided at a meeting to be held later that week. Many names were proposed but none seemed satisfactory until Allen Town suggested that his name and that of the teacher be combined as Al-Bertha. This suggestion met with favor and accordingly at the town meeting the name of Albertha was adopted. The poet and the teacher wandered on but the memory of them still lingers, and will, as long as the township lasts.

A postoffice was established at the residence of John Wolff in the southwest quarter of section twenty-nine in 1910, but was soon discontinued. John Wolff was postmaster. It was named Wolff Postoffice. A postoffice was established at the residence of Mark Hambrook in 1897 in the Northeast part of Section five. It was named Albertha Postoffice. Mark Hambrook was Postmaster. This was discontinued in 1906. None in the township since then.

Until Albertha school district was organized the School Board of Hillsdale School District had control of the schools in this district. The officers were: T. R. Shimmin, Clerk; Mr. Braur, G. Knopf, Directors; John Wirsch, Treasurer and Mrs. T. R. Shimmin, Clerk. Albertha School District was organized from part of Hillsdale School District by the County Commissioners into a school district, naming it Albertha and numbering it twenty-eight. At the first election held July 25th, 1900, E. M. Saunders,

C. L. Saunders and Mark Hambrook were elected as Directors; R. G. Wright, Treasurer. On August 1st, 1900 they organized; E. M. Saunders was chosen as President and they appointed Lizzie M. Saunders as clerk.

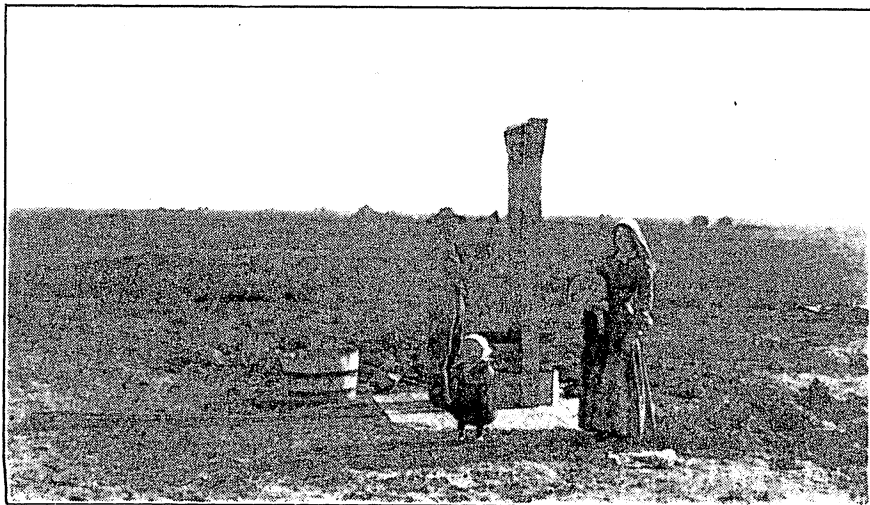
CHAPTER XLI

GRAND VALLEY TOWNSHIP, 130-65

[This chapter is compiled from the field notes of Dana Wright based upon interviews with Walter Haas, M. M. Cook and several others, and the note book of Jennie Monteith Haas.]

THIS township is partly in the hills, but the eastern part is on the level prairie that constitutes most of the surface of Dickey County. It was settled in the great homeseeking movement of 1882-83, and many of the early settlers seem to have come from Michigan and Illinois.

The Haas family came in early and established a cattle ranch on Section 20, 130-65. The father, Adam Haas, brought a ready-cut frame house which they put up in the north part of Ellendale. This was in March, 1883, and in April the land was selected and filed upon. He had brought three span of mules, and the first season was mostly spent in teaming and breaking prairie, but in 1884 the family were well settled on the ranch, although the mother and children moved back to Ellendale for the winter months for school purposes. The Haas boys have continued to live in the county, and Walter Haas now has a fine ranch in the township, while Will C. Haas has a large business, consisting of a general store and lumber yard, in Silverleaf. George Haas, another brother, passed away in 1914 and was buried in the cemetery of Ellendale.



Pioneer Well. M. M. Cook and Family

M. M. Cook came from Charlotte, Michigan, in 1882, landing at Jamestown and returning to Michigan, but in the spring of 1883 he returned to Dickey County in company with Charles Benson. They brought out an emigrant car, at a cost of \$75.00 and unloaded at Ellendale. Cook got the northeast of Section 12, 130-65 and put up a large shanty, 12 by 16, while Benson had a real house, ready-cut from Eaton Rapids, 16 by 18 feet. James G. Hyde was also with them, but Benson was the only one who was married.

The first winter they took in Peter Rasmussen. Cook was the boss of the house and did the housework until the 20th of November, when he married a Miss Graham. "Mort" picked bones all his spare time that first summer, and in the fall went up to Casselton and Sheldon to work on a threshing rig.

On Section 18, 130-65, Cook and Hyde dug out an Indian grave, in which they found a quart of beads, a belt of leather buckled up short, with spangles or necklaces of shells, and a small bow and some arrows. Jim Hyde kept these trinkets as souvenirs. The body was covered with a solid layer of stones and was buried not very deep, and about one half mile north of the Walter Haas house.

In the spring of 1895 there was discovered by the Haas boys, in the gulch north of the Haas home the grave and remains of a United States soldier. The bank had caved off and the bones and a part of the uniform was exposed. The remains were gathered up and buried by Mr. Haas on the south side of the gulch. The news got out to the world through the North Dakota Record published in Ellendale, the Minneapolis dailies copied it and the story was found through some soldiers who had taken part in the Whitestone Battle. It is probably correct and is as follows: Early one morning following the battle at Whitestone Lieutenant Bain with a detachment of soldiers was sent out to find and bring in any straggling bands of Indians. This detachment proceeded in a southerly direction and after going six miles came to a flat covered with long grass. Here an apparently lame Indian was seen, and Lieutenant Bain suggested capturing him in order to obtain information as to the whereabouts of the rest of the band. The other soldiers thought the Indian a decoy to lead them into a trap and suggested reporting back to headquarters at Whitestone and getting more troops.

Bain, being of an impulsive nature, asked how many would go with him to capture the Indian, and all but a few of the soldiers went, the others going back for reinforcements. Bain and his band then proceeded into the high grass only to find themselves entirely surrounded by Indians who had been concealed there. These Indians had hidden their horses so were on foot. After discovering their plight the soldiers headed eastward to a timbered gulch a half mile away where they encountered about fifty mounted Indians. Here one of the soldiers had his horse shot under him, and Bain

seeing his plight rode back and took him on his own horse. They then made for the open prairie, and did not go far until the soldier found the horse of a wounded Indian to replace his own. By this time the fight became so close that it was every man for himself, when Bain dropped behind and it was seen that his horse was wounded and finally fell. Bain lay behind his horse and emptied his carbine at the approaching Indians, finally using his revolver until his ammunition was exhausted, when an Indian reached over Bain's horse and tomahawked him. Afterwards reinforcements arrived and captured the Indians. Bain was impulsive, hot-headed, and a hater of Indians, and after the Whitestone Battle was reduced in rank for leaving his tent at night and killing with a hatchet twenty-seven wounded Indians whom the soldiers had placed in a buffalo wallow for protection. However, after the bravery shown by Bain in his final skirmish he was reinstated to his former rank of Lieutenant. He was buried at the south side of the timbered gulch, on the field of his last fight.

A story of the early days told by Mrs. Jennie Monteith Haas is best in her own words. "In the spring of 1885, I came with my parents from Wisconsin and we settled on our homestead ten miles west of Ellendale. This was in Lorraine School District, and that same spring the schoolhouses, five in number were built in different parts of the district. They were all alike and of the same size, about 16 by 24 feet.

"On account of blizzards and severe weather a winter term was supposed to be out of the question, and as they were only for summer use, they were not finished inside. Ceiling boards were nailed across the end of the building, for the space of about four feet, at a suitable height for the children to reach. These were painted black and served for a blackboard. Seats and desks were double and would each accommodate two children. These with a small table and armchair comprised the furniture. Two charts,—primary reading and arithmetic—and a dictionary completed the school equipment. The children carried their water supply and lunch from home. Our teachers were usually high school graduates from the east, and although the schools were not graded most of the pupils received the equivalent of an eighth grade education, leaving out civics and physiology,—these were high school subjects in those days.

"We had a five month's term each year commencing about May 1st. We had a two weeks vacation in the "warmest weather" usually about the middle of July. The pupils did not finish a grade a year as they do now, and there were no final examinations other than what the teachers themselves gave. We studied until we were "through our books" and then were given higher ones to study. My mother who was a teacher before marriage taught her children at home during the winter months so we made faster progress."

An industry peculiar to this section of the country in the early days was the herding of cattle and horses in the hills. As this land was not considered

good for farming it was not filed on, so still belonged to the Government. A man would file on a quarter where there was a spring of water and run a herd. In the spring of the year he and his helpers on horseback, would gather from the different farmers all of their stock for which they did not have pasture at home. This stock was brought to the hills and herded during the summer season from about May 1st to the fifteenth of October, when they were returned to their owners. One dollar per head was charged for cattle and two dollars and fifty cents for horses. As the stock was herded on government land a person could make a good living at this business. The Haas boys would some times have from 800 to 1000 head in their herd. They would have a corral for the night. As there were no close neighbors they let them graze over an area of thirty square miles or more. There were three of the boys and they had their work so arranged that two were on duty at a time. They had to protect their range from fires by plowing a fire break and keeping close watch that no fire got started. In the later eighties the German Russians and other settlers came in to homestead and it became necessary to fence a lot of land. The Haas family had a hundred head of cattle of their own for which they had to provide hay as well as pasture.

There was a township cemetery established on the northeast corner of Section 11. This was a township project and was begun in the late 80's or early 90's. The first person buried there was a child of the Fleming family. Prior to the establishment of this cemetery the only death in the township was that of a child named Strand, who died at her father's place. Mr. Strand was a carpenter and made the coffin himself and painted it a slate blue. A number of people have been buried in the cemetery but no accurate records have been kept.

The township was organized as a part of Enterprise in the early days and later was included in a township twelve miles square known as Spring Valley. When it became a township on its own account with boundaries coinciding with those of the congressional township it was given the name of Grand Valley, but the school district retained the name of Spring Valley and so continues.

Several well known names in the county's history are connected with Grand Valley, such as Frank Edgerley, U. G. Shepard, Pelg Bristol, Charles Halstead, August Martin, S. A. Bristol and Henry McConville. There are many prosperous and well kept farms in Grand Valley. Newton Davis's farm on Section 2 has always been noted for its fine horses and cattle, and also for its fat beeves and hogs.

The Gulke brothers have fine places near the south edge of the township. Lester Holsinger and his son Gordon now own the old Adam Haas cattle ranch, with its big springs. The stock farm of Walter Haas and son Walter with fine trees and good water is one of the good places in the hills. Fred Moore has a well equipped farm, with modern buildings and well fenced

fields. Mark Vennum is on the old homestead that his father took from the government in 1883, on Section 1. Frank Davis, who was born and raised in Grand Valley, is now the owner of a half section farm, and the younger brother Edwin is also located near the old place. There are many others among whom can be mentioned William Pahl, Alex Flagel and Jake Gulke.

CHAPTER XLII

SPRING VALLEY TOWNSHIP, 130-66

[The stories of Henry Brandenburg, Adam Lemke, Mike Mallach, Mrs. Mallach and John Wirch have furnished the material for Spring Valley township; supplemented by interviews with V. E. Haskins and other pioneers.]

THE hills were not attractive to many of the early settlers as they preferred the more level prairies for raising crops. Some who wanted to keep stock found the hill country well watered, and located in them, for example, T. R. Shimmin and Adam Haas. The first comers had open range almost unlimited for their herds, as the land was still in possession of the government. The Dakota Atlas of 1886 gives this township and some of its neighboring townships as unsurveyed, as it was left to the last. In the late 80's the hill country received a new nationality as its settlers.

Large German colonies had located in South Russia, under promises of exemption from military service in the army of the Czar, and that they could secure their own land. Neither of these promises were well kept and great numbers of the German colonists were determined to leave Russia at the first opportunity. A large number did get out of Russia in 1877 and came to Scotland, South Dakota, and located. The Wirches and their friends were all ready to come in '77, but were persuaded to continue on another ten years, so that the actual time of leaving was about 1886-87. In this migration many went to McIntosh and Emmons Counties, but several families came into western Dickey County.

Adam Lemke with his sister and her husband left Leipsig in Bessarabia, Russia, in May, 1887, went across Germany to Bremen and took the boat "Vera" for America. The tickets cost him 400 rubles for himself, his wife and baby girl. Their ticket took them to Scotland, Dakota, where his sister's husband's brother had located and where they stayed until they could make their plans. They could find no land there, so bought a cow and two oxen, which they put on a train and shipped to Powell, Dakota. Here they got a wagon and the two families packed their belonging in the wagon and started to look up an acquaintance who had come into the Dickey County country about two months before the Lemkes. This man was Freimert, and he, Ludvig Heneberg and his son; a Mr. Reinke and Charles Bishop had come and located before this.

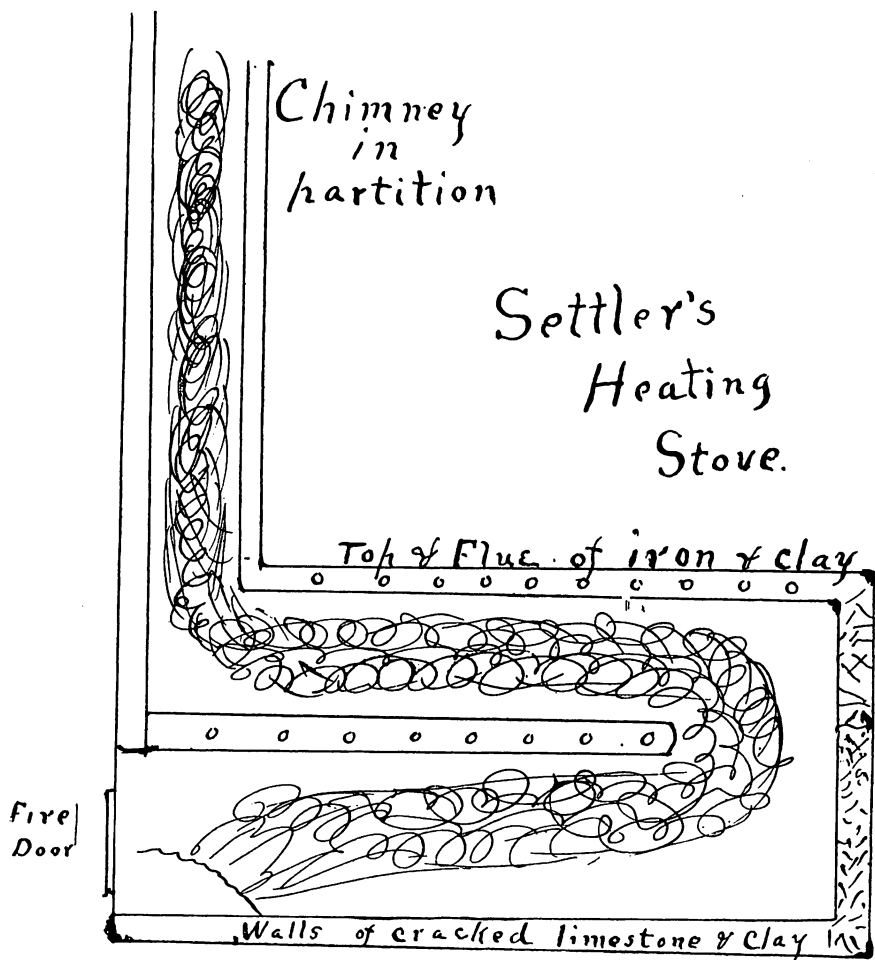
The Lemke party got a chance to help drive some horses and cattle from Powell to the Hare Ranch (about sixty miles) in McIntosh County. There were six horses and 12 head of cattle. The direction was pointed out

to them and the number of miles given, but they had no map, no trail, and no knowledge of the language or the people that they were to meet on the way. There were no people, in number worth mentioning, as they traveled two days before they came to a dug out, where they could get water to drink. Soon their provisions ran out, but they came to another dugout where by means of signs they were able to get some bread, and finally reached their destination. The men then walked over to Freimert's to get the location and went back to get their families. It was about the 12th of July when Mr. Lemke finally landed on the place where he has made his home. This was on Section 5, 130-66. They were tired out with their long journey and found themselves in a strange country and among strange people and customs.

Adam Lemke and his brother-in-law got busy and cut sod and mixed clay and grass and built up the walls of a dirt house, making it 16 by 24, with two rooms, one for living room and the other for the kitchen. They got a little lumber for doors and windows, and put on a board roof covered with paper and then sod on top of that. They built a room on one end of the house on which they put a brush and sod roof to shelter the animals. They also had to dig a well twenty-five feet deep and stone it up. Later this well went dry and they had to move a half mile east to the spring and the place where the building's are now located.

The first summer after they had the hay up, and the buildings in condition to shelter them, both Mr. and Mrs. Lemke went down into the "valley" and worked for Frank Wilson. Mr. Lemke was doing outside work at \$25.00 a month, and Mrs. Lemke got \$3.00 a week for the housework. When not working out Mr. Lemke cut hay with the scythe and drew it to Ellendale where he sold it for \$1.50 a load. On the hay hauling he was using oxen and the distance of 28 miles took him two days for the round trip. The second summer they worked for Mr. Wilson, then did some breaking for themselves. He and his neighbors did not have much crop that year. Henneberg cut Mr. Lemke's at 75 cents an acre, and Dan Goss from 18 miles north came down with a horsepower rig and did the threshing. On this horsepower they used some oxen and some horses.

Mr. Lemke says it was a couple of years after he came to Dickey before he saw a cat, and the sight made him glad, the same with chickens. After several years he was up near Edgeley and saw some geese, and bought them and brought them home, as the children had never seen geese. Mr. Lemke built a type of stove new to Dickey County. The heating stove was built of cracked lime-stone fragments mixed with clay which when burned was hard. The top of the stove and the return flue were supported by scrap iron which he secured from Ellendale. The stove was fired from the end and was about five feet long. The return flue brought the gasses back to a flue in the partition of the house. Such a stove gave off a lot of heat when

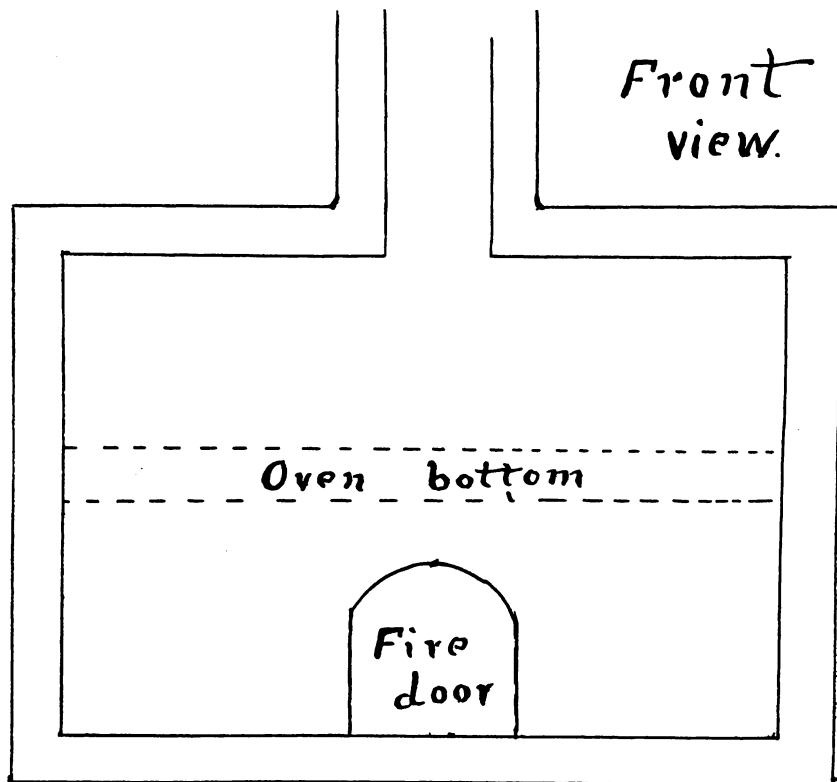


Pioneer's Home-made Heating Stove

well fired, and may be understood from the diagrams given above and on the following pages.

Mike Mallach came from South Russia to America in 1898, through New York and by train to Ellendale. He had to borrow \$80.00 to pay his passage, so had to go to work to pay off that debt before filing a homestead for himself. Mrs. Mallach was Pauline Gulke and her family had filed on lands in Grand Valley. She herself had filed in 1902 taking her homestead on the big Lookout Hill on Section 35, 130-66, one of the best view-points in western Dickey County. Both Mr. and Mrs. Mallach had worked out several years to get money so they could get married. They then lived on and proved up her homestead after which they bought a relinquishment for \$300.00 and located on it as their permanent home.

Even at that time there were the hardships of pioneering. If anyone got sick he had to take care of himself or send clear to Ellendale for a doctor. In one case a boy in the neighborhood had a broken leg and arm. The people set the limbs and they healed up better than some cases in the hands of a specialist. Grain was short from dry weather and they all



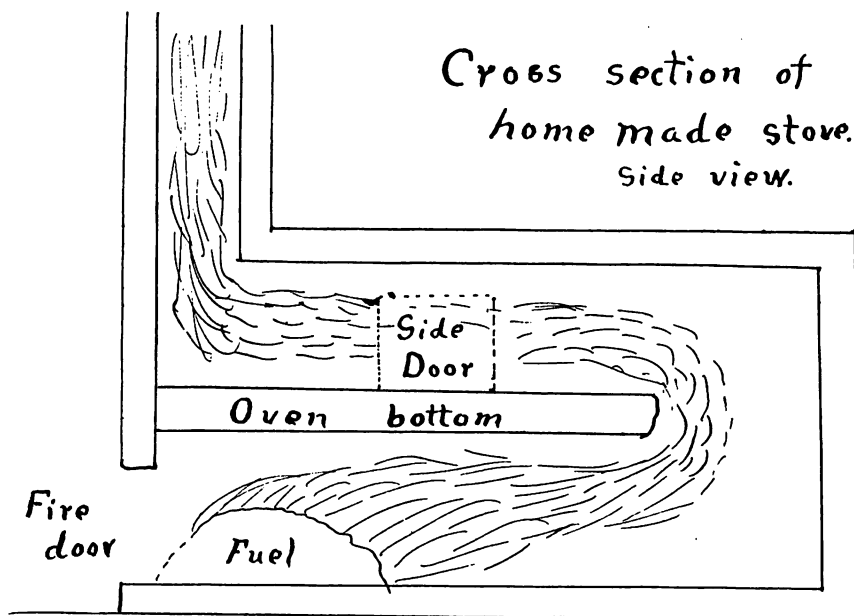
Sketch of Front of Early Settler's Cooking Stove

used headers, a few binders came later. Butter sold for 10 cents a pound, and eggs for 6 cents a dozen. They did not know what ice cream cost for they could not afford it, and did not think about it at all. Teams used to go by their place from 25 miles back in the hills, going to Ellendale.

The Brandenbergers left Russia in the spring of 1892. They had known Fred Schwitz who had been over here about two years and his letters induced the Brandenbergers to come to America. They bought tickets right to Ellendale at a cost of 160 rubles (about \$84.80). They were the parents and three children, Louisa, Henry and Martin. They stopped in the back of Fred Blumer's store in Ellendale until they could get word out to their friends in the hills. These friends sent several teams to Ellendale and the whole family with their personal property were hauled out to the Wirch

neighborhood. They stopped with Fred Rutsky at first till they could get located. The next year they took up a homestead on Section 22 where Martin Brandenberger has lived. They built a sod house and a sod barn roofed with brush on which there was a layer of straw and then sod were placed over that.

Henry Brandenberger got his start in live stock by trading some hay for a heifer which Henry Stewart gave him for six loads of hay in the stack. The father died when Henry was about twenty, and his mother told him he



Sketch of Settler's Home-made Cooking Stove (Side View)

could go out and work for himself, keeping his wages. Martin stayed at home and looked after the home place and his mother. In 1899 Henry took a homestead and lived on it a year before he made the filing. He was married and they went to housekeeping in a sod house.

Johannes Wirch and his son John and other members of the family came from South Russia by way of Hamburg and to New York by the "Augusta Victoria." They had bought their tickets right to Edgeley for about eighty dollars for the transportation, but they had to buy their own meals on the train. They landed in Edgeley in June of 1889. The families were left in Edgeley while three young men, one of whom was John Wirch, went out on foot to look up some friends in Dickey County. They got out 8 miles and saw a stone that said "18 miles" so thought they had only 10 miles to go. They tried to inquire their way but the people were all Finns or Swedes who knew no English or German. Finally they met a man on a

load of hay who could speak German. He laughed and told them that "a joker had put a 1 before the 8" and the place was only 8 miles from Edgeley. They stayed with this man and the next afternoon they reached the friends. They were probably in McIntosh County, but the next day the friends went over to Edgeley with their wagons and brought out the rest of the outfit. The Wirches stayed at this place for a time, then found a vacant quarter southwest of Kulm, but it was stoney and did not satisfy them. Mr. John Wirch stayed with his father a year and made several trips to Ellendale for lumber and supplies. On one trip he saw the Southwest of Section 12, 130-65 and told his father he was going to look it over and if he found it looking pretty good he was going to file on it. He did file in 1890, but later located on the west of 15, 130-66, as they found a place where the whole family could locate together. The postoffice was established in 1900 and the store business was started later and added to the conveniences of the country.

The earlier settlers had earned some money by picking up bones, but the bones were gone by this time, and the Wirches had to make a living in other ways. Some of the people were ready to give up, as they were badly in debt, but the elder Mr. Wirch persuaded them to stay. In 1891 they had a pretty fair crop so they felt encouraged and hung on. The stove used by Mr. Wirch and his neighbors is described in a former chapter. The walls of their houses were plastered inside and out. The outside plaster was mixed of yellow clay and fresh cow manure, half and half, and straw was mixed in as a binder. They would make a pile of this and wet it up and have the horses driven around in it to mix it up. This was the custom when a house was being built. When a small quantity was needed it would be mixed up by the people stirring it with their feet. The inner plaster was different, being a mixture of a little lime and sand. This was a finishing coat. Some people went off down by Eureka and got gypsum, and mixed it for the first coat, and put the lime coat on afterward. About all the material that was bought was a little lumber for the roof, a door and window. The floors were bare at first. The bricks they used were made from yellow clay and chopped straw and dried in the sun.

In the first few years people who were poor used to get some help from people in the east. Mr. Wirch would haul hay to town and bring out these supplies to the poor. These supplies went to those who were the worst off and it helped them get through the worst years.

There was no attempt in the first years at having a church, but it was not long before ministers began to come out from Ellendale or Edgeley and visit the scattered German people in the west end of the county; then as soon as there were enough people for a congregation churches were established. A church was built and maintained in the Wirch neighborhood and later one over on the McIntosh County line. The people are mostly Lutherans and are faithful church-goers.

They have also given considerable attention to schools and education. The early settlers were deprived of these privileges, but the younger generation have been to the common school, and many of them to the State Normal and Industrial School at Ellendale. Some of them have become teachers and have had excellent success in their own communities. Mary Wirch taught her first term in the home school, and succeeded in interesting the people so that by sociables and entertainments they bought a Victrola and secured an excellent set of records, in this way taking to the children the music for which they have a natural fondness. Others of the people have followed the example of this teacher.

John Wirch was for several years the County Commissioner from his district and made an efficient public officer. The younger Wirches have proved capable of taking their places and many of the other families of the early days are still in the township.

When the township was first organized it was the northwest part of a large township twelve miles square which was called Spring Valley. Later it was given organization of a territory corresponding to the congressional township and was given the name of Spring Valley. The school district organized before the single township, was given the name of Hillsdale School District, a name which has continued to designate the district. When the highway west of Ellendale was laid out and improved it was located along the south line of the township, very nearly where the old stage route from Ellendale to Bismarck and later to Fort Yates and Ashley ran in the early days. The people get their mail at Wirch an inland office supplied from Forbes.

CHAPTER XLIII

GERMAN TOWNSHIP

[The early settlers who have contributed to this chapter are Otto Ratzlaff, Samuel Bader, G. R. Montaney, John Bartel and others; also township and school district records furnish information].

GERMAN Township was formerly a part of Whitestone which was six miles wide and eighteen miles east and west; but the division was made and German was organized in 1912. The first supervisors were Simeon Hille, John Motz and Jacob Lay. The first township clerk was G. R. Montaney and the first assessor was Fred Rutschke. The towns divided their cash and their debts, and German started with \$45.00 in cash and \$200.00 in liabilities, but after two years, in 1914, the account stood \$132.52 cash and no debts. By 1922 the town had over \$200.00 in the treasury, no debts and over \$1500.00 worth of road machinery all paid for.

In 1892 Carl Ratzlaff came from South Russia, and with the assistance of John Bartel, took up a homestead, built a set of sod buildings,—house, barn and blacksmith shop,—and for several years followed his trade of blacksmith which he had learned in the province of Bessaraba.

There were four children in the family, and Otto took over the work when his father became too old, and still continues it. Otto relates many interesting accounts of early life. He says, as there were no dances and few parties, the days were spent in work and the evenings in study and reading. They read the New Testament through every winter. He thinks Adam Lemke, who came in 1885, was the first settler. The winter of 1896-7 was very stormy, and the barn and shed were completely covered with snow. They did not see a neighbor for several weeks but one day a neighbor drove his rig right onto the top of the barn before he knew where he was. The men were inside, and at first they thought the sheep were running over the top, but when the roof began to break they ran out and found a team and sleigh on the roof.

Samuel Bader came from Russia in 1883 and first settled in McIntosh County, but later came over to Dickey County and settled on the northwest quarter of Section 19, 131-66, where he homesteaded and built a home. They constructed a fine sod house which lasted and was their home for twenty-five years. The first church services were held in his home. Bauman and Berger were two of the preachers who held services there in the early days, coming from Kulm or from Ellendale. The prairie fires were terrible and caused much damage in the hills further west, but the Baders escaped

any loss. There were wild ducks, but few grouse and prairie chickens. All meat was raised at home, many vegetables were raised and some corn. Coffee essence was used in place of the real coffee berry. They picked up many buffalo bones, drawing them to Ellendale, which was their nearest trading point thirty miles away.

G. R. Montaney came to German Township in 1902, and settled on the east half of Section 17, 131-66. He was born and raised in Ixonia, Jefferson County, Wisconsin, living there until he was twenty-four years old. He came first to what is now South Dakota, living in Kingsbury County for five years, where he married a Dakota girl on October 31st, 1897. After a few more years in South Dakota he came up and found his present location, and built up one of the best homes one will see in a day's ride through that section. For twenty-two years they have made a home for the school teachers of that school district, as Mrs. Montaney herself was a teacher, and their fine library and other superior advantages made it a most desirable boarding place.

The greatest expense in any new country is always the establishing of schools, after which comes the highways. The rolling land in German has called for much grading to make the roads. The people early recognized the uses and necessities of the telephone, so in 1909 they organized a company of fifty-two stockholders and built fifty miles of line. Next, they went after a rural route for mail delivery, and a route was established in 1915 which gives service three times a week. With the graded and graveled roads; the church near the center of the township the telephones and rural routes, and the excellent schools; abundant water and grazing; the many fine farm homes, German is a most desirable township in which to live.

The church is located on the southeast of Section 15, and is known as the Kulm Church of the Seventh Day Adventists. The Baders and some of the others of the community were Congregationalists, but in the region there are a great many Adventists, and by these people a church was organized under the leadership of Elder C. J. Kunkel in the month of May, 1906. The first members were; C. Miller, J. Pfluskrat, A. Schwitz, John Lay, and several others. The present church building was built during June of 1911.

In the early days there was a great amount of grain destroyed by gophers, so the county paid three cents for each gopher tail as a bounty. The town of German added two cents to the bounty and in 1914 there were 12,193 gopher tails brought in and now the pest is practically exterminated.

The early settlers of German used a brick and stone oven for baking, and the housekeepers had the reputation of being the best of bread makers; also for the making of cakes and coffee. They are extremely generous and sociable people, and never ask pay from a traveler for a meal or a night's lodging.

In 1918 a call was made for help for the Red Cross, and twenty-three farmers of this township dedicated the net proceeds of an acre of wheat,

while one gave five acres. After harvest the township clerk, who was charged with this business, forwarded \$210.50 to the Red Cross officials. This goes to show the kindly and liberal dispositions of these people and what united effort can accomplish.

Like the people in many of the northwestern communities many of the original pioneers have passed on or have moved to other places. Their places are taken by those who have found the opportunities attractive. Among these are John S. Miller, Michael Hilscher, Gottfried Henneberg, Martin Gohner, G. G. Hildebrand, S. W. Hildebrand, Jacob Rutschke, Daniel Bader and Reinhold Retzloff who have their homes in German Township. John H. Miller has his home here and has served as a member of the school board. Mr. G. Wendland is one of the progressive farmers of the township, and has taken active part in the public affairs of his town and county. He has served for some time as clerk of the school board and has been County Commissioner from his district. Others who have come are making a prosperous community and helping to make it a good place in which to live.

CHAPTER XLIV

DICKEY COUNTY IN THE WORLD WAR

[The authorities for this chapter are the files of the newspapers of the time, records of the county offices, and the memory of those who were active participants in the events related.]

THE World War was brought home to the people of Dickey County very definitely, even before the formal Declaration of War on April 6th, 1917. The newspaper accounts of what was happening in the Old World had kept the people well informed, and sentiment had pretty well crystalized into a quiet determination that America must help.

Many American boys had gone over to Canada and enlisted, so that it had become a personal matter to many. When war was declared the young men were ready, but were advised that the country would adopt a plan whereby all could serve to the best advantage. That plan was announced the 18th of May, in the form of the Selective Service Act, which was aimed to mobilize and classify the entire force of the nation so as to make its power most effective.

Registration Day was fixed for June 5th, on which day every man in the United States between the ages of 21 and 30 was to go to the regular polling place in his precinct to be enrolled. A registration board of one man in each precinct was appointed, and the hours of registration were from 7 in the morning to 9 at night. A county committee consisting of the Sheriff, W. D. Huffman, the County Auditor, C. C. Misfeldt, and Doctors Maercklein and Lynde of Ellendale, J. P. Brastad of Oakes, and H. R. Gunderman of Monango were to have general charge of the registration. As this was a matter requiring haste the registration was to be made in one day. The results were to be telegraphed by the sheriff to the governor on the following day, and the governor was to telegraph the summary to the Provost Marshall General at Washington. This was to get a complete census and the method of inducting men into service was to be given later. Posters with instructions for registering were put up at the polling places and the main personal facts about each man were to be obtained.

On Tuesday, June 5th, 1917, the registration was held and it was found that the county had 1107 men within the ages of registration. It was thought that not every one had registered, and a few more were found later. The total was a little under the government estimate, which showed that Dickey County should have 1180. The official list of registrants was published in the official newspaper of June 21st. Later it was found that the

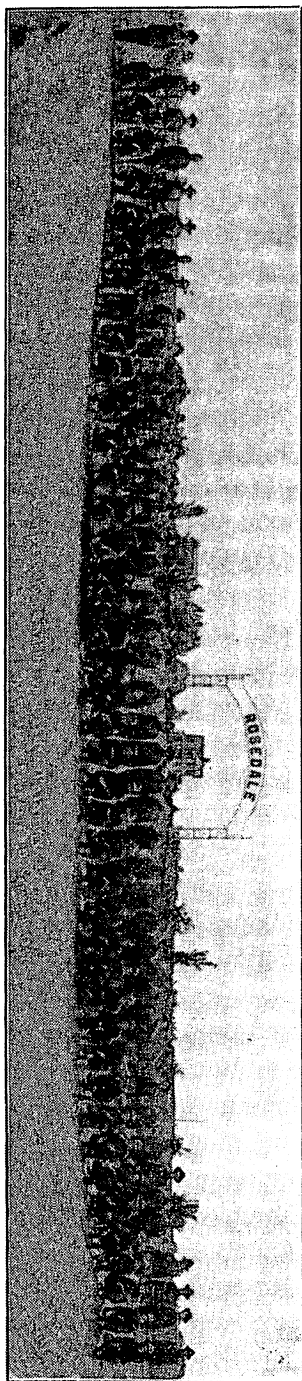
complete number of registrants was 1109, according to the tabulated return in the hands of Harry C. Wallis, Chief Clerk of the Local Board, and these were given a draft number on July 8th, so that they would know from the calls as made who should report to the Exemption Board.

Without waiting for the call through the draft several young men enlisted in the service. Leigh Porter of Ellendale joined the flying corps through Canada and got into active service in France as a member of the Royal Flying Corps. He was wounded severely in the hand in a later engagement. Howard Barnes, with Leonard McMarlin and William Eiden, went to Jamestown and enlisted in Company H of First North Dakota National Guard. Before the registration, Mr. C. C. Hale of the Faculty of the State Normal and Industrial School went back to his Ohio home and enlisted in the Marines. Charles Carry of Ellendale also enlisted in the Marines with Mr. Hale and these two were early into France. At the battle of Chateau Thierry Mr. Hale was killed by an exploding shell, the first casualty from Dickey County.

When Governor Frazier decided to organize a second regiment of the National Guard of North Dakota, a telegram was sent to Dr. Harry E. Thomas who had been the Captain of the old Company M at Ellendale, asking him if a home company could be formed in forty-eight hours. Before the time limit was up a telegram was sent the Adjutant General that the company would qualify. The number required was 65 and ninety had been enrolled. This number sifted down to 84. Other counties were enrolling their companies and the Second Regiment was assured, the "Smashing Second" as it was nick-named. In its organization the Ellendale company became Company K. The new company went to a picnic at Fullerton on July 4th, and about twenty-five enlistments were obtained there. As a number who had signed up were rejected by the examining officers enlistments continued until the total reached about 160, but when the examinations were completed the company mustered 110 to take with them to the mobilization camp.

Company K spent the months of July and August in drilling, taking examinations and getting ready for service. They were given the use of the Armory and the guns of the State School, but the guns were of the old type and useless and the Company found a better place for barracks down town. A purse of \$500.00 was raised by the citizens for its mess treasury, and the company were given several banquets, and in other ways entertained during their training period. In the election of officers Dr. H. E. Thomas was chosen Captain, George W. Sears the First Lieutenant and James A. E. Huffman the Second Lieutenant. The Company was mustered into the United States Service on August 9th, served as escort to the two contingents of drafted men who were called to Camp Dodge in September and entrained for their concentration camp on October 1st.

The Local Exemption Board consisted of Sheriff W. D. Huffman,



Company K, Second North Dakota Infantry at Ellendale, North Dakota, September 10th, 1917

County Auditor C. C. Misfeldt, Dr. A. G. Maercklein and Harry C. Wallis, Chief Clerk. According to instructions sent from Washington on July 2nd, it was the duty of this Board to examine the registrants as called, and to turnish the quota required as called for from the Provost Marshall General. Each man was to be examined physically for fitness, appraised industrially for adaptability for service, and in his relation to those connected to him in his every-day life. The first draft included three hundred names, but further information from Washington showed that Dickey County was to furnish eighty men for the first draft. The Exemption Board called in 160 and planned to take fifty-three for each day, August 8th, 9th, and 10th. From these seventy-three were certified to the State Board, but with credit for enlisted men the final quota for Dickey County was reduced to four men. This first call was made on September 5th, and Ernest J. King of Ellendale, Ira P. Denning of Oakes, Earl A. Bellinger of Oakes, and Benjamin F. Clarke of Forbes left Ellendale on September 7th for Camp Dodge, Iowa. This was the first five per cent of the quota. The second contingent of forty per cent of the quota were called to leave on September 22nd; and in this group there were the following men:

David C. Wolff, Forbes	Gust Ensminger, Monango
George Anderson, Ellendale	Bill Thomas, Oakes
Geo. A. Reko, Oakes	Fred Templein, Kulm
Raymond O. Humphrey, Monango	Franklin H. Carley, Glover
Anton S. Rissky, Merricourt	Simon E. Carlson, Oakes
Robert Fey, Monango	Guy A. Montgomery, Fullerton
Eddie Tormanen, Ellendale	Chancy H. Snow, Oakes
Henry J. Nelson, Monango	Robert Fleming, Ellendale
Edwin C. Hollan, Kulm	Jorgen Bong, Oakes
Tormad M. Mallerop, Fullerton	Lawrence H. A. Hurd, Oakes
Johnnie B. Gallagher, Oakes	August Kylmala, Guelph
William Meyer, Merricourt	Anton Freberg, Oakes
Charles C. Shortall, Oakes	George Davis, Ellendale
Carl H. Larson, Fullerton	

When the first party left there was a noticeable feeling of sadness in the crowd, as it was the first occasion of its kind and only four men left. The departure of the second party had more the spirit of wishing the boys good luck, and was quite enthusiastic. The train departed amid thunderous cheers.

It was some time after this call before the next party left for Camp Dodge. The exemption board had examined and certified something like fifty more registrants, and then a complete classification into five classes was made so that the examining and certifying could be more quickly done.

The third party of drafted men did not leave until March 29th, going on the belated train after a derailment at Duane. The men who went in this party were:

Olof Peterson	George S. Cook	George Olson
August Schnell	Walter J. Nolan	Frederick Low
Arthur G. Strutz	Albert W. Sceibal	John R. Ulmer
Henry A. Nelson	Rexford B. Pierce	Arthur Weist
Eber V. Welcher	Anton H. Rosenquist	George T. Lancaster
Lloyd E. Alexanderson	Charlie J. Miller	Walter L. Groat
Peter M. Schweich	Thomas Gronbeck	Bernard O. Bergstrom
Jacob Hildebrand	William A. Gamble	William R. Rogers
Frank C. Hammond	Jacob Kosel	Hans Kristiansen
Oscar Hilden	Ole Kristian Johnson	Edward Weist
John Schneck	William F. Brown	Stephen A. Babcock
Olaf J. Larson	George Lund	Addison H. Denning
John Fertig	Knute L. Easterby	Ray Gallion
Reese Walker		

Three men, Gust Scheuffele, Chris Borreson and Melvin Galchutt, who were unable to join the party on that day went on April 2nd, and with these three the Reverend A. R. Evans of Ellendale went as Y. M. C. A. secretary. These men went to Camp Dodge.

Another party of drafted men was sent to Fort Logan, Colorado, on May 10th, consisting of ten men:

John Duffek	Theodore Ulmer	Edwin Schultz
Ferdinand Berlenfein	Fred Schook	Ole Varness
Wm. H. Hemminger	John Schook	Alois Polipnick
Christian Quellman		

On June 5th, 1918 the young men who had become twenty-one years old within the year were required to register and on that day 102 more men were added to the roll of registrants for Dickey County.

On the next call a party of twenty-eight men was sent to Camp Dodge on June 24th.

John E. Feichtner	George K. Yuhl	Andrew Kolstad
Gottlieb Speidel	Matthias Pfeiffer	August Fetzer
Conrad K. Ackerman	Henry Schwartz	Roger W. Gorman
Fred M. Zinter	William Schwartz	George J. Daeschle
Lewis Frederick	Walter L. Saunders	Arndt E. Mintz
William J. Saari	Herman M. Sanders	Theodore C. Alexanderson
Henry Rutschke	Jacob Reiman	Herman H. Cook
Fred H. Senf	Adam P. Roth	Christian Ensminger
Herman Haussler	Frank G. Nelson	William A. Stein

and George E. Renslow who went as a replacement for John Schook who was rejected for physical disability. With this party three men who did not belong in the county but were transferred here went to Camp Dodge; Alton A. Johnson, Chas. A. Loutzenhiser and Henry C. Kahle.

The call for July 22nd, was for fifty men and the following were sent to Camp Custer, Michigan:

John I. Barsten	Jos. H. Gallagher	Edwin B. Knutson
Paul H. Feathers	Melvin M. Williams	Charley Lucke
John J. Blumer	Orlando Beaver	Ewald A. Schultz
Bernard B. Youngquist	Edwin H. Anderson	Alexander J. Knox
William Rolund	Axel Olson	John W. Cowley
Everett G. Hyatt	August Hilscher	Alfred E. Anderson
Bennie Ross	Charles E. Madsen	Frank Gagliardi
Roy H. Erickson	Leroy H. Engh	Emanuel Gehring
Thomas F. Roney	George I. Carpenter	Wm. Kilchenman
Wm. M. Donovan	Leonard R. Hohlwegler	Clarence A. Erickson
Clifford M. Coleman	Elmer G. Schlink	Dwight C. Botts
Ivar Stende	Wm. A. J. Randall	Wm. Gregory
Wm. T. Wigg	Guy Granger	Steen A. Staudinger
Sjir L. Gavle	John A. Erickson	L. S. Propeer
George Johnson	Florian Stern	Carl Heilmeland
Jul N. Mattson	August E. Bjork	Arthur S. Peterson
Frank G. Johnson	Edmund F. Reinhardt	

With such heavy calls in July it was thought the calls for August would be light. There were five calls, none of them taking many men. On August 1st, George Green, then at Mason City, Iowa, went to Camp Dodge on call No. 1005 for one colored man to be entrained. William Hedlund was sent to Camp Forest, Georgia, on July 29th, in response to a call for a cabinet maker. Four men volunteered for service in the Detailment Camp at Fargo; Harold N. Bjornstad, Orve O. Sorenson, Glenn Hyatt and Robin R. Colwell and went August 14th. There was also a call for one man to go to Syracuse, New York, for police duty. Arthur F. Welch filled the call. There was also a call for three men for general duty at Jefferson Barracks. Fourteen hundred thirty-nine men of Dickey County were registered on that day. The total registration of the county was now classified by questionnaires and the local draft board was busy in keeping up with the calls, as many of the registrants were exempted, and it was still the policy of the Government to place each man where he could serve best. Some that were rejected in one branch of the service found opportunities in other lines.

A call for the registration of those young men who had reached the age of twenty-one after June 5th, 1918 was made for August 24th, and fifteen more were registered at that date. Some of these got to see service before the Armistice.

Meanwhile the calls were coming strong, and on August 27th, nineteen men left for Camp Lewis, Washington:

William Norton	Otto L. Savold	George R. Rawhouser
Edward D. Buck	Ernest M. Fleming	William S. Cornell
Wesley N. Hoar	John R. Oxtoby	Judd Campbell
Wilford Waite	Verl Moore	Albert H. Sauter
Louis Jeske	Frank Kesler	Rufus W. Stores

Wm. W. McIntyre	Emory V. Johnson	Chas. P. Shimmin
Rreece A. Bartlett		

On this same date nine men were sent to Camp Custer, Michigan, as replacements:

Frank Tarka	Adam J. Rath	Albert Turner
Axel Olson	Herman Lenz	Gotthilf Widmer
John J. Esterby	Arthur B. Guyott	Wilhelm Ulmer

and William Gregory and Edd McKeague also went.

On September 4th, fourteen men were entrained for Camp Grant, Illinois, under Call No. 1234:

Chester Danielson	Edward Lohmeier	Gotthilf Debler
Albert Robinson	Henry Laeger	Herman Johnson
Otto Gerter	William Mintz	Robert Dedet
Ralph C. Radspinner	Peter T. Rowe	Rudolph Kast
Richard T. Stolle	George Wolff	

There were four other small calls; Myron Endersbe went to Camp Dodge for limited service on August 30th. John Beaucke went to Camp Dodge on August 29th, to replace Chris Ensminger who was rejected. On August 31st, Roy E. Massingill went to Grand Forks for mechanical training, and on September 3rd, Chris Ensminger, Edward Moser, and Fern Beaver went to Camp Grant, Illinois, on a call for limited service.

Many of these boys had by this time reached the seat of action in France and the war was especially brought home to the people of Dickey County in the death of Fred Herman on the battle field. He was killed on July 19th, but it was some time before the news reached his friends at Ellendale. A fitting and impressive memorial service was held for him on September 1st, at the Methodist church in Ellendale. The Ellendale Red Cross Branch was out in uniform and the mothers of the boys of Company K were present in a body. Other boys fell in service or were lost from disease and appropriate recognition of their passing was observed in later days.

The war was on in earnest and to mobilize the entire man power of the nation, if it should be needed, a registration of all men between the ages of 18 and 45, who were not already registered was held on September 12th.

On September 26th four men were sent to Camp Grant to fill deficiencies in entrainment: Joseph Burkhart, Emil A. Kylloneb, George F. Spencer, and James J. Solverson. Four men; Lloyd E. Davis, Clyde M. Reynolds, Reinholt Sandau and Arnold F. Gustafson, were scheduled to go to Camp Custer, Michigan. Two men, Arthur I. Anderson and John Noess, were to fill vacancies at Camp Dodge and at Jefferson Barracks, and twenty-one men were to go to Camp Grant, Illinois and four to Camp Lewis, Washington. But on account of the prevalence of Spanish influenza the October call which was to take these men from Dickey County was postponed. Arrangements were perfected whereby the men who entered the Student Army Training Corps at the colleges where this work was offered were inducted

into service by the local board.

On October 10th, 1918, the local board received directions for inducting 81 men into service from October 21st to 26th. These men were to go to Ft. Winfield Scott, California, and this draft would practically exhaust Dickey County's first class, as with all the calls that had been met there were only 91 men left in Class 1. This list was made up and the men ordered to report on Sunday, October 20th, but a telegram from the Adjutant General under date of October 16th, suspended this call, with the understanding that they should go at a later date. The date for the departure of these men was set for November 11th, and the eighty-one were: V. D. Coleman, H. J. Gaddard, Erick Nelson, Odin L. Olson, Carl Frojen, Carl Weist, Frank Pfeiffer, Harry Lohmeier, Lynn Hill, A. L. Breaw, Jake Harter, William M. Mitchell, Christian Wolff, John P. Gilbreath, Fred L. Bingham, Elmer A. Saari, Raymond G. Bale, Erick Nystrom, Gus Rittmiller, Joseph Alkofer, Albert Holling, Harry Haskell, Laken W. Chesebro, George F. Spencer, Rupert Browning, Henry Scheuffle, Ewald A. Schultz, Grant C. Bush, Anton Rall, Frank Weber, Harry S. Johnson, Otto F. Kroeger, Oscar E. Fernland, Ruggles H. Morgan, Benjamin C. Holter, James Vandanacker, Francis J. Shanahan, Adolph Herrman, William W. Waite, Herbert Knock, Emanuel Kessel, Andrew P. Zimbleman, Peter M. Hanson, Trygve Friberg, Wendell Burnett, John Stahlecker, Charlie Lyons, Leo E. Tritt, John D. Avery, Jacob Elolla, Alex. R. Arndt, Arthur M. Hokana, Earl H. Fleming, Eldred V. Morrow, Stephen Pfeiffer, George L. Linderman, Dan Martin, Alva Palmer, Henry C. Schimke, Christ Wiederich, Peter P. Burkhardt, James B. Cowley, Henry Otterstetter, Otto Scherbinski, Reinhold Hauff, Clinton E. Lockie, Edwin Weitala, Arthur M. Paulson, William J. B. Hoybak, William Kunrath, William Lay, Alexander Steinwandt, Frank E. Davis, George L. Kelsh, Awald H. Raatz, Andrew L. Dethlefsen, Timothy Sullivan, Rex H. Bliss, Ferdinand Speidel, Martin Richter, Lawrence C. Remmele.

On this same call nine men were to be sent to Camp Dodge, so twenty-two more were called to make up the list of alternates for the large party and meet the call for Camp Dodge; Albin E. Anderson, Cecil C. Snow, Peter N. Stotzheim, Edward E. Martin, Fred H. Schaller, Albert M. Enger, Samuel Schneck, Christoph Rath, Clayton E. Geer, John A. Mallum, Joseph A. Sherlock, Ernest Peterson, Ransom G. Minard, Max C. Bliss, Theodore P. Endres, Bernie Bailey, Chester L. Gibson, Mike W. O'Donnell, Olen E. Coy, John J. Richards, William S. Johnson, Charles L. Porter. This exhausted the list of Class 1 and took several of the new registrants who had become twenty-one after the first registration of the year before.

But this entire draft party was doomed to disappointment, and while they were bitterly vexed with the Kaiser for depriving them of the opportunity of joining their fellows at the front, the world at large was thrilled with the news of the Armistice which meant that the war was over so far as

the fighting was concerned. The boys were all ready to go and many of them at the depot when the agent received orders to issue no transportation, so they had to return to civilian pursuits without their taste of service.

Many others who were not in the draft calls enlisted in the service and among these were:

Warren F. Barnes	Anton Nelson	Harry Peters
Edward C. Porter	Charles Robinson	Austin R. Burrows
C. F. Johnson	T. H. McDonald	Maurel Dunton
Joe Carpenter	Leonard Meachen	Don McCormick
Dr. James V. Miles	A. R. Amphlett	George Misfeldt
Harry Day	Floyd Mallory	Ed Mallory
Robert Walker	Joe Boyd	Walter Smith
Max Wiltsie	Theodore Northrop	Clarence Bartlett
John Jones	Hobert Jones	Francis Abraham
Alvin Miller	Lyle Coleman	Lyle Colby
Claude King	Jay Harm	Clarence Bjornstad
Lee Wickersham	Arthur Rosenthal	Floyd Randall
Lloyd Caldwell	Bertie Cox	Albert Heine
Paul H. Rehberg	Preston Coleman	Robert Potter
Walter Smith	Llewellyn Lynde	Gottfried Roehl
Scott Oberman	G. Odland	George Brown
Charles Misfeldt	Dan McDonald	Edward Martinson
Coyle N. Willis	Lloyd King	H. Charles Peek
Frank Callan	Rex Saunders	Ralph Rose
Hector Porter	Orvis A. Banks	Howard Bean
Art Hanson	Albert Pennabacker	Alvin B. Counsell
William F. Spaulding	John Dawe	Fred A. Whitfield
Neil B. Andrews	Earl D. Young	Ernest M. Dille
Beryl L. Henry	Edward L. Covey	George E. Nelson
John Raymond Perry	Jerrold B. Cook	Ernest Lewis
Harold M. Lowe	Samuel A. Lemke	Jesse A. Burrows
Everett A. Thrans	Tom Bell Brisby	Charles G. Fuller
Wilber T. Wheeler	Enoch A. Frojen	Charles E. Donnelly
Clarence W. Ritterbush	Erick E. Burke	Robert A. Ritterbush
Herman S. Martin	Clifford D. Mitchell	Frank G. Fahrenkamp
Albert W. Reinhart	Ernest D. Case	Oscar C. Reinhart
Charles Anderson	Louis Bond	Peter Bordlo
Jens P. Jensen	John C. Johnson	Alek Jurchuk
Ernest J. Rickson	Haralambus Kotinas	

When Company K left Ellendale for the training camp on October 1st, it was given an ovation by a multitude of people from all parts of the county. Oakes and Ellendale both were represented by their bands. The boys were taken to the city hall where the Red Cross gave each member a comfort kit and a pillow, and where speeches were made and farewells

spoken. The Company then marched to the train where they were provided with three Pullman cars, and left the city shortly after four o'clock.

The roster of the Company was:

Commissioned Officers

Captain—Harry E. Thomas

First Lieutenant—George W. Sears

Second Lieutenant—James E. Huffman

Sergeants

First Sergeant—James S. Tully

Supply Sergeant—Leo Rosenthal

Mess Sergeant—Maurice Saunders

Sergeants—John O. Nelson, Benj. F. Crabtree, Edward Hadley, Stanley J. Fleming, James J. Wallace.

Corporals

Frank Johnson

Loren Erwin

Joseph Huffman

Charles L. Schill

Guy Lynde

Thomas A. Lee

Robert E. Gallagher

Alfred Wolfe

Grandon K. Martin

Lawrence I. Rosenthal

Douglas Mifeldt

Anton Nelson

Musicians

Charles Lane

Sherbin Severson

First Class Privates

Lloyd Berry

Harvey J. Hill

John Pagger

Edward Bassingwaite

Leslie Johnson

Martin Peterson

Boye Boyson

John Mace

Joseph L. Sandkamp

Alonzo M. Fuller

Raymond Maternowski

Privates

John J. Albright

Irl Hicks

Conley W. McGimpsey

Lloyd Alexanderson

Herman A. Hermanson

Albert McEntee

Peter J. Arwik

Fred Herman

Lee Newton

Benjamin Bauer

LeRoy L. Hatfield

Lester R. Nichols

John Bickmore

Emery Huggins

Joseph Payton

Reece Bartlett

Albert Joyner

John B. Phillips

Thomas Beckett

Edwin Johnson

Harry E. Randall

Joseph Blair

Russell Jorgenson

George Ratzlaff

Robert Babb

Robert Kilchenman

Harry Sanders

Lloyd Borough

Max Koester

Glenn Sherman

Charles E. Bigelow

Thomas Kelly

Charley Smithson

Harry Burd

Archie Keith

Grant Singleton

John S. Crabtree

John Kelly

James M. Sidles

Clifford Colwell

Phillip Ketterling

Fred Scklinker

Harry G. Dix

Herbert Lauth

George E. Solum

Jacob Dix

Herbert Lee

Lewis Solum

George C. Eakins

Patrick A. Levery

Daniel A. Staberg

Thomas M. Evans

Hamlin A. Liddell

George H. Staley

Frank Edwards	Jesse Lind	Clarence L. Stenquist
Charles Hildebrand	Vernon Logan	Dean M. Stewart
Henry L. Ericson	Gabrial A. Lucas	Carl Vantries
John E. Fink	Martin Loner	William Wiest
William Flynn	Emil Larson	Clark P. White
Edward Ganser	Joseph McShane	Frank Watson
Altred T. Goodwin	Walter Moore	Jay Winegar
Oscar W. Gish	Leslie Mock	Thommy Young
Harry S. Heck	Chester Maine	Albert Zimbleman

The Company went to Camp Greene, Charlotte, North Carolina, arriving there on October 4th. Here their officers were transferred to other companies and Company K as such ceased to be and the new company was the 162nd Ambulance Corps of the 41st Division. After a few weeks at this camp the company was transferred to Camp Mills, Long Island, from where they took the transport Covington on December 12th, finally getting out to sea on December 14th. They reached Brest, France on December 27th, where they were in quarantine until New Year's Eve, when they were loaded into the "Forty and Eight" box cars and had a ride of two days to reach LaCourtine. After a three weeks stay here they were taken to Gondrecourt and after this were in the thick of things until the Armistice of November 11th found them at Apermont. When they arrived in France the old 41st was split up and made a replacement division, and was transferred from the First Army Corps to the 3rd. The Company saw service at Argonne Woods and in many engagements around that center of activity.

Their commissioned officers were separated after they reached Camp Greene. Captain Thomas went over in the group of advance officers of the 41st Division, and the first time he saw his home company was when they landed in LaCourtine after their journey from Brest. He did not at any time have command of the company while overseas. Lieutenant Sears was transferred to the Motor Division and went over with a company. Lieutenant Huffman was transferred to the regular army.

After the Armistice the Ambulance Company followed up the German retreat and from December 17th, 1918 to March 4th, 1919 they were a part of the Army of Occupation in the 7th Corps area. When the time for their return came they were taken to Marsailles where they embarked for home, stopping at Gibraltar on the way. They landed in New York on May 4th, 1919, and were taken to Camp Dodge where they were mustered out and sent home. The Company reached Ellendale on May 24th, and on Memorial Day they were given a happy and impressive reception at the Opera House. Captain Thomas had been mustered out at Chillicothe, Ohio, so he could be with them for the home coming, and by that time the other officers had reached home. The drafted boys were mustered out for the most part at Camp Dodge, but their home coming was at different times, their welcome however was none the less cordial. A few of them and of Company K had

been left in soldiers' graves and several were disabled by gas and exposure but every one came home with the satisfaction of having done his part for his country and humanity.

The civilian people at home were doing "their bit." The Red Cross had been recruited and were doing all they could in making supplies to aid the soldiers and were raising funds to send nurses to the fields of France. Food conservation and the feeding of the warring world was a task undertaken with a determination that was furnishing abundant material. A Council of Defense was organized and one of its pieces of work was to protect the property of the men in service as well as safeguard the country from enemies at home. A well organized agency of public information was the plan of the "Four-Minute-Men" who took the messages of the government to the people in theaters and public gatherings. For Dickey County this organization was under the direction of James M. Austin, who gathered an efficient corps of speakers for the entire county.

Dickey County made a splendid record in its purchase of war securities. The record of the thrift and saving stamps has not been compiled for public use, but the subscriptions to the five liberty loans shows the willingness of the people to help. The First Loan was offered for May 15th, 1917, and the allotment of \$73,300 was immediately taken by the banks of the county. The Second Loan was offered from October 1st to October 27th, 1917, and D. E. Geer, of Ellendale, and Thomas F. Marshall of Oakes were chairmen. The allotment was \$100,000 and the subscriptions amounted to \$199,650, nearly 100% over subscribed. The Third Loan was open from April 6th. to May 4th, 1918, and for this Mr. B. R. Crabtree of Ellendale was appointed as the chairman, and for this and subsequent Loans a Woman's Chairman was appointed. Mrs. Jennie Canfield of Fullerton served in this office for the three loans. The allotment for the Third Loan was \$125,000 and the county "went over the top" to subscribe \$263,000, with 2,453 people buying the bonds.

The Fourth Loan was offered from September 28th to October 19th, and Mr. F. J. Graham was the Men's Chairman, with Mrs. Canfield as the other chairman. \$350,000 was allotted for this loan and \$461,750 was subscribed by 3,279 people. For the Victory Loan for April 21st to May 10th, 1919, Mr. Graham and Mrs. Canfield served as chairmen and with an allotment of \$405,000 they secured a subscription of \$436,100, with 2,309 subscribers. The record for the county shows the total allotments of \$1,053,300 and a total subscription of \$1,433,800, with the sum of \$841,500 anticipating the 4th and 5th Loans.

One of the final manifestations of the generous spirit and the whole hearted way in which the people of the county were supporting the forces of the government who were fighting their battles in a foreign land was the raising of \$19,293.85 by popular contributions for the United War Work Campaign which was concluded on May 1st, 1919. The people of Dickey

County gave of their means and their time, and in so far as possible themselves for the cause, and are justly proud of the fine young men who bore the brunt of service and helped in winning the war, and those who kept the "home fires burning" also did an honorable part in achieving the victory.